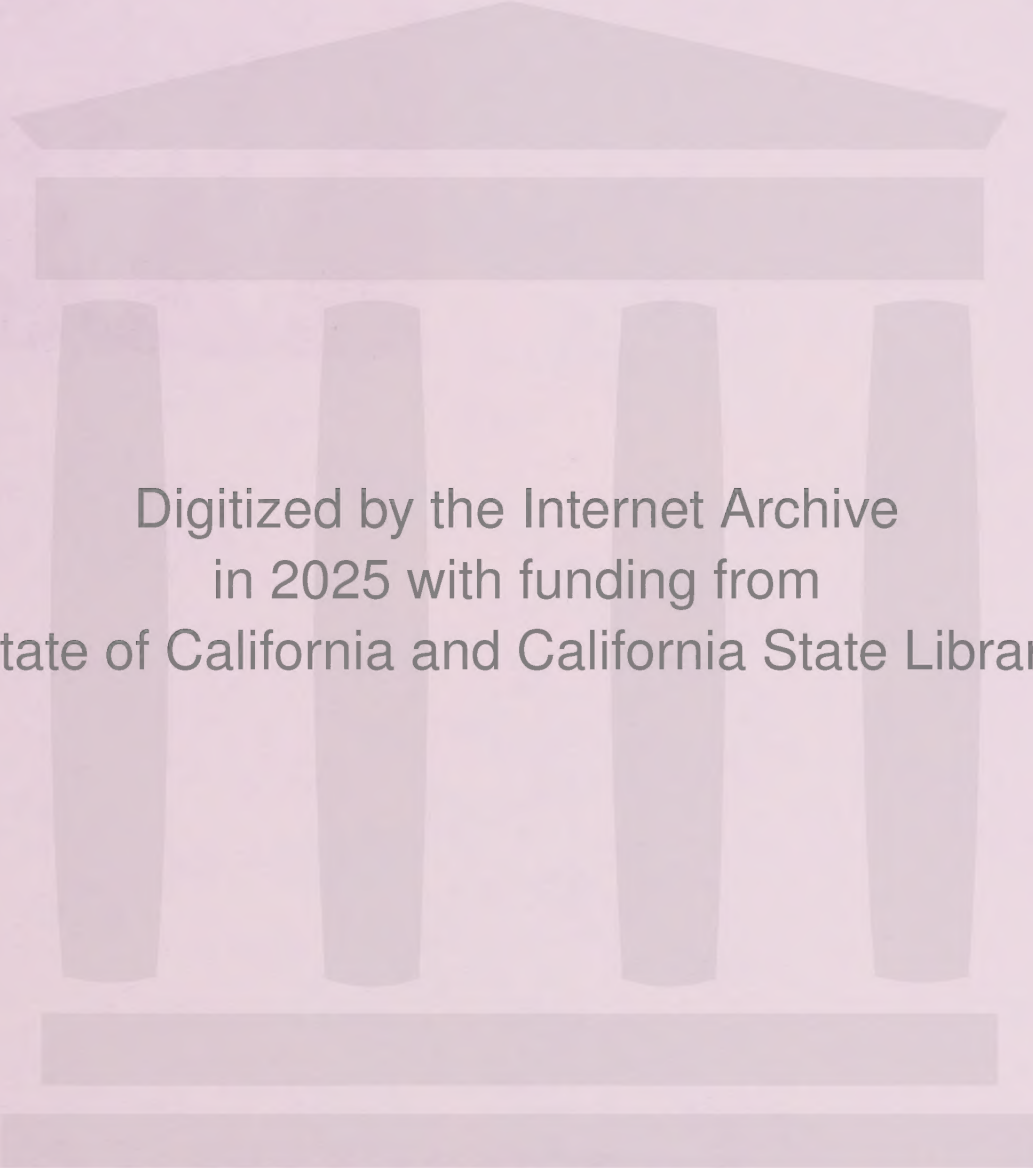


WHITTIER GENERAL PLAN



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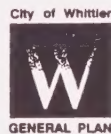
MISSION STATEMENT

Since its founding in 1887 by a Friends Organization and the Pickering Land and Water Company, and since its incorporation on February 1898, the City of Whittier has constantly striven to enhance and improve the quality of the living environment for its citizenship.

To this end, the City Council shall seek to:

- Provide for a comprehensive policy direction for the future planning of its City and;
- Promote growth management which entails the preservation and maintenance of important ecological, historical, financial and social resources, as well as provide for opportunities necessary to entice quality and orderly development with in and about its City boundaries and;
- Continuously endeavor to improve the living environment through the acknowledgement of issues at hand and the wisdom to involve its citizenship in the definition and solution process.

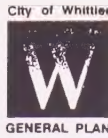
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Austin Foust Associates
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SECTION 1: INTRODUCTION

The *City of Whittier General Plan* is a comprehensive plan designed to direct growth and maintain the quality of the environment in the City. This Plan contains goals, policies, and standards to guide future development and change. The General Plan provides planning direction for City operations and programs and serves as a guide for public and private decision-making through goals and policies that embody the intent of all City actions. The goals and policies of the General Plan serve as the constitutional framework for the City.

Section 65302 et seq. of the California Government Code requires that a general plan contain seven elements: 1) Land Use, 2) Circulation, 3) Housing, 4) Conservation, 5) Open Space, 6) Noise, and 7) Safety. The requirements for the open space and conservation elements have been combined into the Environmental Resource Management Element in this General Plan. Aside from these elements, a Historic Resources Element and an Air Quality Element has been adopted as part of the General Plan. The following elements will comprise the Whittier General Plan in accordance with the State General Plan Guidelines:

- **Land Use Element** - The Land Use Element designates the general location, distribution, and extent of existing and proposed land uses for the City and indicates standards for population density and development intensity.
- **Housing Element** - The Housing Element evaluates the existing and projected housing needs of the City and establishes goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet local and regional housing needs.
- **Transportation Element** - The Transportation Element identifies the general location and the extent of existing and proposed roadways, highways, railroads and transit routes, terminals, and public utilities and facilities. This Element has been expanded in scope to also consider alternative means of transportation.
- **Environmental Resource Management Element** - The Environmental Resource Management Element (ERME) meets the State mandated requirements for the conservation and open space elements. The Element provides for the conservation, development, and use of natural resources including water, wildlife, minerals, and other natural resources. In addition, the element details plans and measures for the preservation of open space designed to promote the management of natural resources, outdoor recreation, and public health and safety.
- **Public Safety Element** - The Public Safety Element establishes standards and plans for the protection of the community from a variety of hazards including earthquake, flood, fire, and geologic hazards.
- **Noise Element** - The Noise Element examines the existing and future noise environment and major noise sources in the City. The Element contains an analysis

Section 1: Introduction (continued)

of noise problems and corresponding standards to encourage noise-compatible land uses.

- **Air Quality Element** - The Air Quality Element is not a State mandated element. Adoption of the Air Quality Management Plan for the South Coast Air Basin required cities within the basin to develop Air Quality Elements as a measure to abate air pollution. The Air Quality Element contains a discussion of local and regional air quality, stationary and mobile emission sources, and programs to reduce pollutant emissions generated within the City.
- **Historic Resources Element** - The Historic Resources Element is not a mandatory element, although its inclusion in the General Plan gives it the same force of law as the mandatory elements. This element establishes goals and programs related to cultural resources, archaeological resources, paleontological resources, and historical resources.

Together, the eight elements provide an integrated and internally consistent set of goals, policies, and implementation measures that focus on issues that are of the greatest concern to the community.

Format of General Plan

To facilitate use of the General Plan and future updates, the individual elements have a consistent format. A brief introduction to each element is provided, along with a summary of major issues and opportunities in the City. This is followed by goals and policies which embody the City's response to those issues and opportunities. The implementation matrix contains the standards, guiding principles, and implementation measures to achieve the goals and policies in the previous section. A detailed description of the implementation programs are included in the final chapter of each element. Finally, Background Reports for the Whittier General Plan are included as an appendix to the General Plan. The Background Reports contain a discussion of existing conditions in the City, as they relate to individual elements.

The General Plan has been an important component in local planning for many years, though the specific requirements have changed over time. Many of these changes involve detailed definitions or interpretations of the General Plan process. Based on the interpretations of the courts, the General Plan must conform to the following requirements:

- Each part of the General Plan must be internally consistent;
- The Zoning Map, revision to the Map, subdivision approvals, and the Zoning Ordinance must be consistent with the General Plan for all general law cities;

- All capital improvements and public works projects must be consistent with the General Plan;
- The adoption of ordinances and plans which address the individual mandatory items required in the elements is not the same as adopting an element; and
- Moratoriums may be declared on those development approvals which require findings of consistency with the General Plan.

Planning Process

The Whittier General Plan reflects the needs and objectives of residents and businesses in the City. To encourage public input for a representative plan, the City Council elected to establish a General Plan Advisory Committee (GPAC) to aid in the development of the General Plan Update. The ten members of the GPAC came from different sectors of the community and represented a wide range of issues and concerns in Whittier. They identified issues and opportunities in the City, drafted goals and policies for each General Plan Element, and refined the land use plan to respond to the goals and policies.

The Planning Commission and the City Council held joint study sessions, and community workshops were subsequently held during the formal public review period. This led to additional public participation and involvement in the development of the General Plan. A pre-public hearing community workshop also resulted in early public input which guided the development of goals and policies, and brought out issues not previously considered. Public hearings held prior to adoption of the General Plan also reflected the direction and future environment that the City wants to achieve by the year 2010. Subsequent revisions and amendments to the Whittier General Plan shall follow the procedures outlined in Government Code Section 65350 et. seq.

Issues and Opportunities

Major issues and opportunities that face the City which were considered in this General Plan update are discussed briefly below.

- Development and building activity in the City, limited by existing development, is largely dependent on land recycling and infill developments. The policy direction of the City is presently for quality and responsible growth. Future development pressures are focused on the unincorporated portions of the Puente Hills.
- There is an increasing elderly population made up of residents who have been in the City for more than ten years. At the same time, young families with children are moving into the area. This diverse population continues to challenge the City in meeting their needs and providing for their interests over the life of the plan.

Section 1: Introduction (continued)

- The City is primarily developed with a variety of housing types and styles and this trend is continued under the General Plan. The City is a well-balanced community in terms of supporting retail, office, and industrial development. The length of Whittier Boulevard is developed with a variety of commercial uses. Uptown Whittier is a commercial district that was once the central business district and is experiencing a rebirth following the 1987 earthquake. The Uptown shopping district presents an old village atmosphere that attracts shoppers and visitors from neighboring communities. The City hopes to preserve, maintain, and enhance its residential neighborhoods and to provide the commercial and industrial uses needed to support its neighborhoods.
- The City's long history has left many important cultural and historical structures in the area. Residents have recognized this resource and have established programs for historical preservation. Whittier also offers a variety of parks and recreational facilities. The retention and maintenance of these facilities will provide residents with continued opportunities for leisure and recreation.
- Open space and natural resources in the planning area are concentrated in the hillsides. Although only a small portion of the Puente Hills is within the City's boundaries, a major portion lies within the City's sphere of influence. The General Plan recognizes the value of the hills and encourages the City to actively participate in planning for the future of the Hills. The Environmental Resource Management Element calls for the preservation of open space and natural resources in the planning area.
- The Land Use Plan addresses the balance of residential and non-residential land uses and the prevention of land use conflicts. As a predominantly residential community, Whittier seeks to preserve the integrity of its neighborhoods while providing the necessary commercial, industrial and institutional uses to serve its residents.
- The provision of affordable housing is a local and regional concern. The City of Whittier is continuously looking for ways to promote residential development which will provide housing for low and moderate income households. Housing for special needs households is also a challenge that the City is constantly trying to meet. The Housing Plan, included in the Housing Element, outlines strategies that will be effective in meeting the housing needs of area residents.
- With growth and development, traffic becomes an increasing concern. Through traffic from neighboring communities has added to congestion along City streets. Residential streets have been experiencing more traffic as drivers look for short cuts and less crowded roadways. As new development occurs, the adequacy of existing roadways and increased traffic will continue to be a concern.

Section 1: Introduction (continued)

- A major factor related to public safety in the City is the Whittier fault, which runs along the northeastern section of the City, and other nearby faults. The earthquake on the Elysian Park fault in 1987 also underscored the City's vulnerability in the face of a natural disaster. As a result of this earthquake, the City is a leader in terms of readiness for future emergencies. Programs for greater public safety are being developed to address earthquake hazards, landslides, liquefaction, wildfire and urban fire, crime, and hazardous material accidents. The City also faces increased criminal and gang activity. Special programs have been developed to address and target these issues.
- Noise problems in the City range from constant roadway traffic noise to occasional loud activities and infrequent rail activity. Without specific standards and noise control measures, noise reduction is confined to individual responses to resident complaints. The Noise Element responds to existing problems through developing appropriate policies and programs to mitigate noise.
- Regional air quality continues to exceed state and federal standards and the South Coast Air Quality Management District has required cities to be more involved in air pollution control. The City of Whittier is finding ways to help improve regional and local air quality through City programs and regulations.

The following matrix (Table 1-1) lists the major issues and goals and the corresponding policies under each element. The eight General Plan elements are noted in the table heading while policies that respond to the issue/goal are noted by the policy numbers. As the matrix indicates, some policies address issues contained in several of the elements of the General Plan. The matrix helps identify interrelationships between the elements' goals, policies, and programs.

Section 1: Introduction (continued)

TABLE 1-1
 POLICIES MATRIX

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
LAND USE ELEMENT							
Land Use Compatibility: Establish an orderly, functional, and compatible pattern of land uses to guide the future growth and development of Whittier and its sphere of influence, in order to provide a high quality of life for the people.							
1.1	2.8			5.1	1.1		2.3
1.2				5.2	2.1		
1.3				5.3	2.5		
1.4				5.4			
1.5				8.3			
1.6							
2.1							
3.7							
7.2							
Residential Neighborhoods: Encourage the maintenance and development of cohesive, clean, safe, and stable residential neighborhoods in Whittier.							
1.1	1.1			5.3	2.3		2.1
1.2	1.2			5.4			2.2
2.1	1.3						2.3
2.2							
2.3							
2.4							
2.5							
2.6							
2.7							
2.8							
7.1							

Section 1: Introduction (continued)

TABLE 1-1
POLICIES MATRIX (continued)

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Commercial Development: Promote the maintenance and development of commercial and retail facilities which are convenient to residents of Whittier, provide the widest possible selection of goods and services, and supplement the City's tax base.							
1.2				5.3			
3.1				5.4			
3.2				9.2			
3.3							
3.4							
3.5							
3.6							
3.7							
3.8							
3.9							
7.2							
Industrial Land Uses: Encourage the maintenance and continued improvement of industrial areas which support and enhance the physical and economic well-being of Whittier.							
1.2				9.2			
4.1							
4.2							
4.3							
4.4							
4.5							
4.6							
Parks and Recreation: Provide a wide range of safe, attractive, and accessible recreational opportunities to meet the needs of individuals of all ages, families, community groups, and the physically challenged who live in the City.							
5.1			5.1				
5.2			5.2				
5.3			5.3				
5.4			5.7				
5.5			5.9				
			5.11				
			5.16				

Section 1: Introduction (continued)

TABLE 1-1
POLICIES MATRIX (continued)

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Scenic Areas and Open Space: Encourage the retention and development of parkways, median strips, green belts, bike trails, and other open landscape areas, which provide scenic variety and aesthetic improvement.							
6.1			5.16				
6.2			6.1				
6.3			6.2				
6.4			6.3				
6.5			6.4				
8.1							
8.2							
Mixed-Use Development: Promote mixed-use development in those areas of the City, so designated, to provide additional housing and to assist in the revitalization of commercial districts.							
7.1			5.3				
7.2			5.4				
Institutional Land Uses: Preserve existing institutional land uses in the City.							
1.1							
1.2							
1.5							
1.6							
8.1							
8.2							
HOUSING ELEMENT							
Maintenance of Existing Housing Stock: Maintain a supply of housing within the City of Whittier which is free from the adverse problems of structural neglect and deterioration and promote neighborhood environments which provide an excellent quality of life for all residents.							
2.2	1.1						
	1.2						
	1.3						
	1.4						
	1.5						
	1.6						
	1.7						
	1.8						
	1.9						
	1.10						
	1.11						

Section 1: Introduction (continued)

TABLE 1-1
POLICIES MATRIX (continued)

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Housing Production: The City will work to provide opportunities to build new housing units to meet the housing needs of all economic segments of the City of Whittier.							
2.5	2.1						
2.6	2.2						
7.1	2.3						
	2.4						
Housing Assistance: Work to maintain a balanced housing stock with a range of housing available to all economic segments of Whittier and make an effort to meet the housing assistance needs of Whittier residents to the maximum extent possible.							
	3.1						
	3.2						
Special Needs Housing: Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, or handicap.							
	4.1						
	4.2						
	4.3						
TRANSPORTATION ELEMENT							
Transportation System: Provide a comprehensive transportation system for the movement of persons and goods with maximum efficiency and convenience and with a minimum of danger, delay, and cost.							
3.1		1.1		2.1			
		1.2		2.2			
				2.3			
Internal Circulation: Provide a public road system which will move private automobiles within the City safely, efficiently and with minimum impact on residential neighborhoods.							
	1.10	2.1		2.1		4.3	
		2.2		2.2			
		2.3		2.3			
		2.4		3.1			
		2.5		4.1			
		2.6					
		2.7					
		2.8					

Section 1: Introduction (continued)

**TABLE 1-1
 POLICIES MATRIX (continued)**

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Alternative Modes of Transit: Encourage the development of a comprehensive public transportation system and alternative modes of transit.							
		3.1		1.1	2.1		
		3.2		1.2	2.2		
		3.3		1.3	2.3		
		3.4		4.2	2.4		
		3.5		8.5	2.5		
		3.6		9.4	10.3		
		3.7			11.1		
		3.8			11.3		
Multi-use Paths: Encourage the creation of a multi-use trails network in the City.							
		4.1	5.1	1.6			
		4.2	5.5	1.7			
		4.3	5.13				
		4.4					
		4.5					
		4.6					
		4.7					
		4.8					
Pedestrian Safety: Establish a comprehensive system of sidewalks and pedestrian walkways.							
		5.1					
		5.2					
		5.3					
		5.4					
Street Extensions: Consider environmental and socio-economic impacts along with the benefits of street extension and widening projects.							
		2.6					
		6.1					
		6.2					
		6.3					

Section 1: Introduction (continued)

TABLE 1-1 POLICIES MATRIX (continued)							
Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT							
Resource Conservation: Preserve or conserve natural and cultural resources that have scientific, educational, economic, aesthetic, social, and cultural value.							
1.3			1.1	6.5			2.1
4.4			1.2				2.2
6.4			1.3				2.3
			1.4				2.4
			1.5				
			3.1				
			3.3				
			4.4				
Energy Conservation: The City of Whittier recognizes that current sources of energy are limited and should not be wasted. Whenever possible, especially in new development, special energy conservation measures should be included in the design of the project.							
1.3			2.1	6.1			
3.8			2.2	6.2			
				6.3			
Open Space: Secure a safe, healthful, and wholesome environment through careful planning and preservation of open space resources.							
6.3	2.7		1.3				
6.4			1.5				
			3.1				
			3.2				
			3.3				
			3.4				
			3.5				
			5.3				
			5.5				
			5.6				
			7.4				

Section 1: Introduction (continued)

**TABLE 1-1
 POLICIES MATRIX (continued)**

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Acquisition of Open Space: Preservation of open space land will be a priority in future planning.							
5.2 6.5			3.5 4.1 4.2 4.3 5.15 7.4				
Recreation: Provide a sufficient range of recreation opportunities to meet the needs of residents of all ages and interests in the community.							
5.1 5.3 5.4 5.5	1.8		5.1 5.2 5.3 5.4 5.5 5.6 5.7 5.8 5.9 5.10 5.11 5.12 5.13 5.14 5.15 5.16				
Scenic Roadways and Corridors: Maintain amenities along major roadways which provide beauty, identity, and form to the community and to neighborhoods within the community.							
			6.1 6.2 6.3 6.4 7.3				

Section 1: Introduction (continued)

TABLE 1-1
POLICIES MATRIX (continued)

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Hillside Areas: Protect and preserve the hillside areas. Continue to work with property owners and governmental agencies in the preparation of land use and development plans for the Puente Hills.							
1.3	2.5		3.2 5.16 7.1 7.2 7.3 7.4	7.3			
Recycling: Promote source reduction, recycling, and waste management.							
			8.1 8.2	6.4			
AIR QUALITY ELEMENT							
Automobile Travel: Reduce emissions associated with single-occupancy automobile use.							
		3.1 3.2 3.3 3.4 3.5 3.7 4.2 4.3 4.4 4.5 4.6 4.7 5.3 5.4		1.1 1.2 1.3 1.4 1.5 1.6 1.7 5.5			
Truck Traffic: Reduce truck emissions, as much as possible.							
		2.2		2.1 2.2 2.3			
Vehicle Emissions: Reduce directly emitted vehicle emissions.							
1.3		3.8		3.1 3.2			

Section 1: Introduction (continued)

TABLE 1-1
POLICIES MATRIX (continued)

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Parking Management: Reduce vehicle emissions through improved parking design and management.							
		2.3 2.4		4.1 4.2 4.3 4.4 4.5			
Growth Management: Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.							
				5.1 5.2 5.3 5.4			
Energy Consumption: Reduce emissions associated with energy consumption.							
			2.1 2.2	6.1 6.2 6.3 6.4 6.5			
Particulate Emissions: Reduce fugitive dust emissions.							
				4.5 7.1 7.2 7.3			
Building and Operational Emissions: Reduce air pollution emissions and impacts through siting and building design.							
				8.1 8.2 8.3 8.4 8.5			

Section 1: Introduction (continued)

TABLE 1-1
POLICIES MATRIX (continued)

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Intergovernmental Cooperation: Maximize the effectiveness of air quality control programs through coordination with other governmental units.							
				9.1 9.2 9.3 9.4			
SAFETY ELEMENT							
Protection from Hazards: Promote an environment that is reasonably safe from hazards so that Whittier residents may conduct their daily lives free from fear and apprehension.							
1.3 2.3 4.5						1.1 1.2 1.3 1.4 1.5 2.1 2.2	
Seismic Hazards: Minimize loss of life, injuries, damage to property, and social and economic dislocation resulting from future regional or local seismic activity.							
						1.4 2.1 2.2 2.3 3.2	

Section 1: Introduction (continued)

**TABLE 1-1
 POLICIES MATRIX (continued)**

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
Safety Services: Maintain and enhance safety and emergency services in the City.							
						1.1	
						3.1	
						3.2	
						3.3	
						3.4	
						3.5	
						3.6	
						5.1	
						5.2	
						5.3	
						5.4	
						5.5	
Hazardous Materials: Develop programs to protect residents and businesses from hazardous materials contamination.							
						4.1	
						4.2	
						4.3	
Crime and Violence: Reduce crime and violence in the City.							
						3.3	
						3.5	
						5.1	
						5.2	
						5.3	
						5.4	
						5.5	
NOISE ELEMENT							
Noise Sensitive Uses: Minimize noise levels throughout the community.							
1.4	1.9 1.10				1.1 1.2		
Noise Sources: Discourage noises which are detrimental to the public health and welfare and contrary to the public interest.							
1.4					2.1 2.2 2.3		

Section 1: Introduction (continued)

TABLE 1-1: POLICIES MATRIX (continued)

Land Use Policy #	Housing Policy #	Transportation Policy #	ERME Policy #	Air Quality Policy #	Noise Policy #	Public Safety Policy #	Historic Resource Policy #
HISTORIC RESOURCES ELEMENT							
Historic Resource Identification: Determine the nature and extent of Whittier's physical and cultural heritage.							
							1.1 1.2
Historic Preservation: Develop an historic resources preservation program, recognizing that effective utilization of the City's historic resources supports community identity and appeal, social and economic vitality, and neighborhood stability.							
1.6 2.2			6.2				2.1 2.2 2.3 2.4
Public Awareness: Promote public awareness of Whittier's history and heritage.							
							3.1 3.2

SECTION 2: LAND USE ELEMENT

INTRODUCTION

The Land Use Element consists of goals and policies which promote orderly, quality, and responsible growth, yet at the same time, minimize the potential for land use conflicts. The Land Use Element is the single most important element of the *Whittier General Plan*, since it regulates land uses and development throughout the City. The Element's scope is far greater than that of the other elements, although it is directly related to all of them. For example, some of the issues that the Land Use Element must consider include the capacity of the existing roadway network (Transportation Element), open space and recreation areas (Environmental Resources Management Element), areas with earthquake and geologic hazards (Public Safety Element), and areas affected by major noise sources (Noise Element).

The goals and policies in the Land Use Element also serve as a guide for public and private decision-making regarding land use issues and future development. The goals acknowledge the need to respond to opportunities for growth and development in the area while being sensitive to existing land uses and the natural environment. The goals of the Land Use Element also address environmental and economic constraints related to topography, geology, flooding potential, availability of services and infrastructure, and other factors which may impact future development.

The Land Use Plan is an important part of the Land Use Element. The Plan establishes a classification of land uses, designates the general locations and distribution of these uses, and sets standards of population density and development intensity of each type of use. The plan is designed to accommodate the economic and social activities of a community through the provision of areas for these activities.

A discussion of land use trends, existing land uses, constraints to development and existing plans for development in the City is contained in the Land Use Element Background Report. A summary of the major land use issues is provided below.

- The City of Whittier is a mature urban community. Only a small portion of the City remains vacant and undeveloped. Residential land uses account for the majority of land uses with over three-fourths of the residential development devoted to single-family homes.
- Commercial areas are found along Whittier Boulevard and in the original City center - Uptown Whittier. Industrial uses are found on the western section of the City along Whittier Boulevard. Public and institutional uses include schools, parks, libraries, hospitals, the Civic Center, and the landfill. The pattern of development in the City reflects a time predating the automobile.

Section 2: Land Use Element (continued)

- The population of the City of Whittier has shown modest growth during the past few decades and, in fact, much of the growth has resulted from the expansion of the City boundaries (i.e. annexation).
- Future development in Whittier must be sensitive to the presence of the Whittier fault on the northeastern section of the City. Also, very little land remains undeveloped, except for the hillside areas. Other concerns on future development include the age and capacity of existing infrastructure (water lines, sewer lines, storm drainage, etc.) to handle additional loads. The City is continuously upgrading infrastructure facilities to meet current demands.
- The City seeks to maintain the character of existing residential neighborhoods and to revitalize underutilized commercial and industrial uses. A healthy balance of land uses can promote land use compatibility, economic development and community identity. There is a continuing concern for property maintenance and the need for quality development.
- The Puente Hills is a major concern for residents. Most of the hills are outside the City's corporate boundaries, but within the City's sphere of influence. The Hills provide aesthetic, safety, ecological and open space values to the City. The City desires to actively participate in future planning efforts for the Hills and to explore ways to preserve them.
- The City's sphere of influence includes areas which represent opportunities for joint planning. These opportunities include the Puente Hills, the Los Nietos community and adjacent unincorporated county areas. The City will continue to explore its options in annexing the areas within its designated sphere of influence.

LAND USE GOALS AND POLICIES

The following goals and policies have been developed to correspond to major land use issues in Whittier. These issues of concern include land use compatibility, residential, commercial and industrial uses, parks, and open space areas. A brief discussion of each issue is provided below and it is followed by the supporting goals and policies which will resolve the City's concerns. Programs to implement these policies are outlined at the end of the element and are described in detail in Section 10.

Issue: Land Use Compatibility

Certain developments and land uses may create negative impacts on adjacent uses for a variety of reasons. These uses may have a density or land use type different from nearby development. They may have environmental impacts that cannot be fully mitigated or they may discourage the

Section 2: Land Use Element (continued)

maintenance and rehabilitation of the area. The City of Whittier seeks to eliminate existing problem uses and to prevent the creation of incompatible land uses in the City.

Goal 1 Establish an orderly, functional, and compatible pattern of land uses to guide the future growth and development of Whittier and its sphere of influence, in order to provide a high quality of life for the people.

- Policy 1.1 Encourage land uses in the planning area that contribute to making Whittier a desirable community in which to live.
- Policy 1.2 Encourage development in the City that is compatible with surrounding uses, provides for civic improvements, increases the potential for future investment, and fulfills the need for high quality residential areas and shopping and employment centers.
- Policy 1.3 Conduct and carry out appropriate environmental review for new development and substantial renovation of existing developments.
- Policy 1.4 Establish guidelines for land use compatibility in all city ordinances and regulations.
- Policy 1.5 Infill development must be sensitive to adjacent land uses to promote compatibility between the new development and existing uses.
- Policy 1.6 Promote adaptive re-use of historic structures, where appropriate.

Issue: Residential Neighborhoods

The City of Whittier is developed primarily with residential uses. It is important that residents enjoy an environment with services and amenities that enhance community life and promote public health and safety.

Goal 2 Develop and maintain cohesive, clean, safe, and stable residential neighborhoods in Whittier.

- Policy 2.1 Provide city programs to encourage neighborhood or community beautification, safety, and improvement, and continue to encourage Whittier residents to participate and take pride in their neighborhoods and their community.
- Policy 2.2 Continue to develop and implement, where appropriate, programs to promote the preservation and rehabilitation of existing housing units.

Section 2: Land Use Element (continued)

- Policy 2.3 Promote a high degree of personal safety in all residential neighborhoods through design that is sensitive to public safety.
- Policy 2.4 Preserve the character of existing neighborhoods and ensure that future residential development is compatible with the surrounding area and the City as a whole.
- Policy 2.5 Promote the development of quality housing at a variety of densities, with consideration for the environment, aesthetics, and the need for maintaining and expanding the infrastructure's capacity.
- Policy 2.6 Encourage the assemblage of lots to promote the efficient use of land in areas where multiple family housing is permitted, to facilitate the development of high quality housing.
- Policy 2.7 Consider the capacity of existing infrastructure and the potential demand for public services in future planning and review of new development.
- Policy 2.8 Continue to implement ongoing planning efforts and continue to work with private groups and organizations in the implementation of development plans.

Issue: Commercial Development

Commercial uses in the City provide goods and services to residential neighborhoods in the area. They also serve as an economic base for the City providing revenue and employment. The maintenance and development of commercial areas in Whittier is necessary to support other uses.

- Goal 3 Promote the development and maintenance of retail and service facilities which are convenient to residents of Whittier, provide the widest possible selection of goods and services, and supplement the City's tax base.
 - Policy 3.1 Promote convenient access and adequate parking areas in all commercial and retail developments and districts.
 - Policy 3.2 Encourage the grouping of commercial activities to facilitate access and provide beneficial concentrations of businesses.
 - Policy 3.3 Improve, protect, and maintain the visual and aesthetic qualities of commercial areas through the control of design, signs, parking, landscaping, and other factors.
 - Policy 3.4 Discourage large temporary signs and signs that are not directly related to existing commercial buildings (billboards and off-site signs).
-

Section 2: Land Use Element (continued)

- Policy 3.5 Encourage the establishment and retention of businesses which provide customers with a variety of high quality goods, reasonable prices and outstanding service.
- Policy 3.6 Encourage the development and retention of attractive, safe, and comfortable business buildings and commercial districts.
- Policy 3.7 Require high quality design in new commercial development including the use of buffer zones (such as parks, landscaped areas, walls, and high density residential development) between commercial and single family developments. Encourage the landscaping of blank walls to improve their appearance and to discourage vandalism.
- Policy 3.8 Encourage building design that promotes energy conservation and efficiency.
- Policy 3.9 Consider the capacity of existing infrastructure and the potential demand for public services in future planning and review of new development.

Issue: Industrial Land Uses

While industrial areas in Whittier are limited, they serve as major employment centers and tax generators. The increasing regulation of industrial processes has led to the reduction in environmental hazards that accompany older industrial uses. The City seeks to maintain its industrial base, with consideration for its potential risks.

- Goal 4 Encourage the maintenance and continued improvement of industrial areas which support and enhance the physical and economic well-being of Whittier.
- Policy 4.1 Encourage new industrial development to be sensitive to adjacent or nearby properties and to be compatible with the environment.
- Policy 4.2 Improve the City's industrial and employment base to meet the needs of Whittier.
- Policy 4.3 Require high quality design in new industrial developments and promote the use of buffer zones between industrial areas and sensitive uses such as schools, parks, or residential areas.
- Policy 4.4 The City will cooperate with county, state, and federal agencies in protecting local groundwater resources, air quality, and other environmental resources from the adverse effects of industrial development.
- Policy 4.5 Encourage industrial development to exceed development standards.

Section 2: Land Use Element (continued)

- Policy 4.6 Consider the capacity of existing infrastructure and the potential demand for public services in future planning and review of new development.

Issue: Parks and Recreation

Parks and recreational facilities provide Whittier residents with a variety of opportunities for leisure, recreation, and physical well-being. They enhance the quality of residential neighborhoods and create a sense of community.

- Goal 5 Provide a wide range of safe, attractive and accessible recreational opportunities to meet the needs of individuals of all ages, families, community groups, and the physically challenged who live in the City.

- Policy 5.1 Develop and retain parks and recreation areas throughout the City to serve the greatest number of residents.
- Policy 5.2 Acquire appropriate sites for recreational activities and land for urban or wilderness parks when possible.
- Policy 5.3 Develop parks and recreational facilities to complement and support other community facilities.
- Policy 5.4 Develop park facilities in areas where there are identified deficiencies.
- Policy 5.5 Avoid the destruction of an existing park, unless another park of larger size is created in the immediate vicinity.

Issue: Scenic Areas and Open Space

The City of Whittier is an attractive place to live and work due to the amenities in the area. The preservation of these resources is necessary for recreation, safety, and environmental quality.

- Goal 6 Encourage the retention and development of parkways, median strips, green belts, bike trails, and other open landscape areas, which provide scenic variety and aesthetic improvement.
- Policy 6.1 Promote the retention and development of landscaped buffer zones along major thoroughfares, streets, and railroad lines.
- Policy 6.2 Promote the maintenance and development of sidewalks and planted parkways along Whittier's streets and promote the planting and maintenance of parkway trees.

Section 2: Land Use Element (continued)

- Policy 6.3 Promote the conversion of both active and abandoned railroad right-of-way to multi-use trails, greenbelts, and other recreation open space uses, where appropriate.
- Policy 6.4 Promote the preservation of important ecological resources within the planning area through a variety of means, including setting aside areas for open space, trails, and recreational uses.
- Policy 6.5 Work with property owners and government agencies to promote the preservation of as much of the Puente Hills as possible, for both passive and active recreation.

Issue: Mixed-Use Development

- Goal 7 Promote mixed-use development in those areas of the City, so designated, to provide additional housing and to assist in the revitalization of commercial districts.
 - Policy 7.1 Encourage housing development with commercial uses in the designated Urban Design Districts where lots are underutilized or contain deteriorating commercial and industrial developments.
 - Policy 7.2 Encourage the development of "mixed-use" projects that include commercial and residential uses in areas with excess retail space, including areas along South Greenleaf, Penn Street, Philadelphia Street, Hadley Street, and Whittier Boulevard and ensure that the design and signage is sensitive to surrounding uses.

Issue: Institutional Land Uses

- Goal 8 Preserve existing institutional land uses in the City.
 - Policy 8.1 Continue to preserve and maintain institutional uses to serve the current and future residents in the City.
 - Policy 8.2 Work with institutions (churches, schools, etc.) to support the services they provide and ensure that institutional developments are compatible with the community.

Section 2: Land Use Element (continued)
IMPLEMENTATION PROGRAMS

The Land Use Goals and Policies and Land Use Plan will be implemented through a variety of programs and measures. Table 2-1 identifies the implementation measures that correspond to each land use policy. Implementation programs are discussed in Section 10.

**TABLE 2-1
LAND USE IMPLEMENTATION**

Goal	Policy	Implementation Measure
1. Establishment of Compatible Land Uses	1.1 Encourage desirable land uses.	General Plan & Zoning Ordinance Consistency Urban Design District Non-conforming Uses Abatement
	1.2 Encourage development that is compatible with surrounding uses.	Design Review Pre-application Meetings Redevelopment Programs Annexation Program
	1.3 Conduct appropriate environmental review for new development.	Environmental Review Program Mitigation Monitoring Program
	1.4 Establish guidelines for land use compatibility	General Plan & Zoning Ordinance Consistency Program
	1.5 Promote compatibility between infill development and existing land uses.	Infill Development Design Review
	1.6 Promote adaptive reuse of historic structures.	Standards for Adaptive Reuse
2. Maintenance and Development of Residential Neighborhoods	2.1 Provide neighborhood programs.	Community Participation Beautification Program
	2.2 Promote housing preservation and rehabilitation.	Housing Rehabilitation Program Redevelopment Programs
	2.3 Promote personal safety.	Police and Fire Department Review
	2.4 Preserve the existing neighborhood character.	General Plan & Zoning Ordinance Consistency Design Review

Section 2: Land Use Element (continued)

TABLE 2-1
LAND USE IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
2. Maintenance and Development of Residential Neighborhoods (continued)	2.5 Encourage development of quality housing.	General Plan & Zoning Ordinance Consistency Environmental Review Program
	2.6 Encourage lot assembly.	Incentives to Create Larger Lots Support Organizations
	2.7 Require new development to consider infrastructure capacity and demand on public services.	Environmental Review Service Commitment Service Capacity Monitoring
	2.8 Implement ongoing planning efforts.	Specific Plan Consistency Program
3. Maintenance and development of commercial and retail uses.	3.1 Promote convenient access and parking areas.	Commercial Development Standards Parking Standards Review
	3.2 Encourage the grouping of commercial uses.	General Plan & Zoning Ordinance Consistency
	3.3 Protect the aesthetic qualities of commercial areas.	Redevelopment Programs Design Review
	3.4 Discourage large temporary and offsite signs.	Sign Ordinance Review
	3.5 Encourage a variety of commercial uses.	Support Organizations
	3.6 Encourage attractive, safe, comfortable commercial developments.	Redevelopment Programs
	3.7 Encourage the use of buffers and landscaping.	Design Review Landscaping and Land Use Buffers
	3.8 Promote energy conservation.	Energy Conservation
	3.9 Require new development to consider infrastructure capacity and demand on public services.	Environmental Review Service Commitment Service Capacity Monitoring

Section 2: Land Use Element (continued)

TABLE 2-1
LAND USE IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
4. Continued improvement of industrial areas.	4.1 Encourage industrial developments to be compatible with adjacent uses.	Environmental Review Design Review Industrial Rehabilitation
	4.2 Encourage industrial diversification in Whittier.	Support Organizations Promotion of Local Industries
	4.3 Require high quality building design and promote the use of buffers.	Landscaping and Land Use Buffers Environmental Review
	4.4 Cooperate with other agencies in limiting adverse impacts of industrial development	Environmental Review Inter-agency Coordination
	4.5 Require industrial development to meet or exceed safety standards.	Environmental Review Design Review Inter-agency Coordination
	4.6 Require new development to consider infrastructure capacity and demand on public services.	Environmental Review Service Commitment Service Capacity Monitoring
5. Provision of Parks and Recreational Opportunities	5.1 Encourage development and retention of parks and recreation areas.	General Plan & Zoning Ordinance Consistency Parks Needs Study Update
	5.2 Purchase new park sites whenever possible.	Parks Needs Study Update Park Fees
	5.3 Development parks and recreation facilities to complement other community facilities.	Parks Needs Study Update
	5.4 Encourage park development to address deficiencies.	Parks Needs Study Update Handicap Access Requirements
	5.5 Discourage the destruction of existing parks.	Parks Needs Study Update Deed Restriction

Section 2: Land Use Element (continued)

TABLE 2-1
LAND USE IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
6. Retention and development of scenic areas and open space.	6.1 Encourage landscaped buffer zones.	Landscaping & Land Use Buffers
	6.2 Maintain and develop sidewalks and parkways.	Sidewalk and Parkway Development and Maintenance Program
	6.3 Promote conversion of railroad rights-of-way to multi-use trails.	Parks Needs Study Update Conversion of Railroad Rights-of-Way
	6.4 Preserve ecological resources in planning area.	Puente Hills Cooperative Planning Program Open Space Acquisition
	6.5 Work with involved individuals and agencies to promote preservation of Puente Hills.	Puente Hills Cooperative Planning Program Open Space Acquisition
7. Promote mixed-use development.	7.1 Encourage new housing in mixed-use districts.	Underutilized Lots General Plan & Zoning Ordinance Consistency
	7.2 Encourage the development of mixed-use districts.	Redevelopment Programs General Plan & Zoning Ordinance Consistency
8. Preserve Institutional Uses.	8.1 Preserve and maintain institutional uses.	General Plan & Zoning Ordinance Consistency
	8.2 Work with Whittier College to preserve its campus.	Specific Plan Consistency Program General Plan & Zoning Ordinance Consistency

LAND USE PLAN

The Land Use Plan is the primary tool for implementing the goals and policies of the Land Use Element. The Plan indicates the location and extent of permitted development in the City to promote compatible development and the maintenance of environmental amenities. The Land Use Plan also reflects the goals and policies in the Land Use Element. Because the City is largely urbanized, the Plan corresponds closely to existing land uses and development throughout the City.

The Whittier Land Use Plan will be the primary tool for implementing the land use goals and policies. The Land Use Plan consists of a map showing land use designations over the planning area and general standards for development permitted in specific areas of the City. State law

Section 2: Land Use Element (continued)

requires that these categories also describe standards for *development intensity* and *population density*. This ensures that citizens, staff, and policy makers clearly understand the implications of the Land Use Plan on both existing and future development.

Development intensity refers to the size or degree of development possible within a land use designation. Development intensity standards may use a ratio of a building's floor area to the total lot area (referred to as a floor area ratio), the number of dwelling units per acre, traffic generation, or a number of other factors. In the Whittier General Plan, development intensity is measured using floor area ratios for nonresidential development and units per acre densities for residential development.

Population density applies generally to residential land use designations and is expressed as the number of persons per acre. The population density standard is often derived by multiplying the number of housing units per acre permitted within a particular land use designation by the average household size in the City.





















The land use designations are described in greater detail in the following sections. The General Plan land use map is shown in Exhibits 2-1 and 2-2.

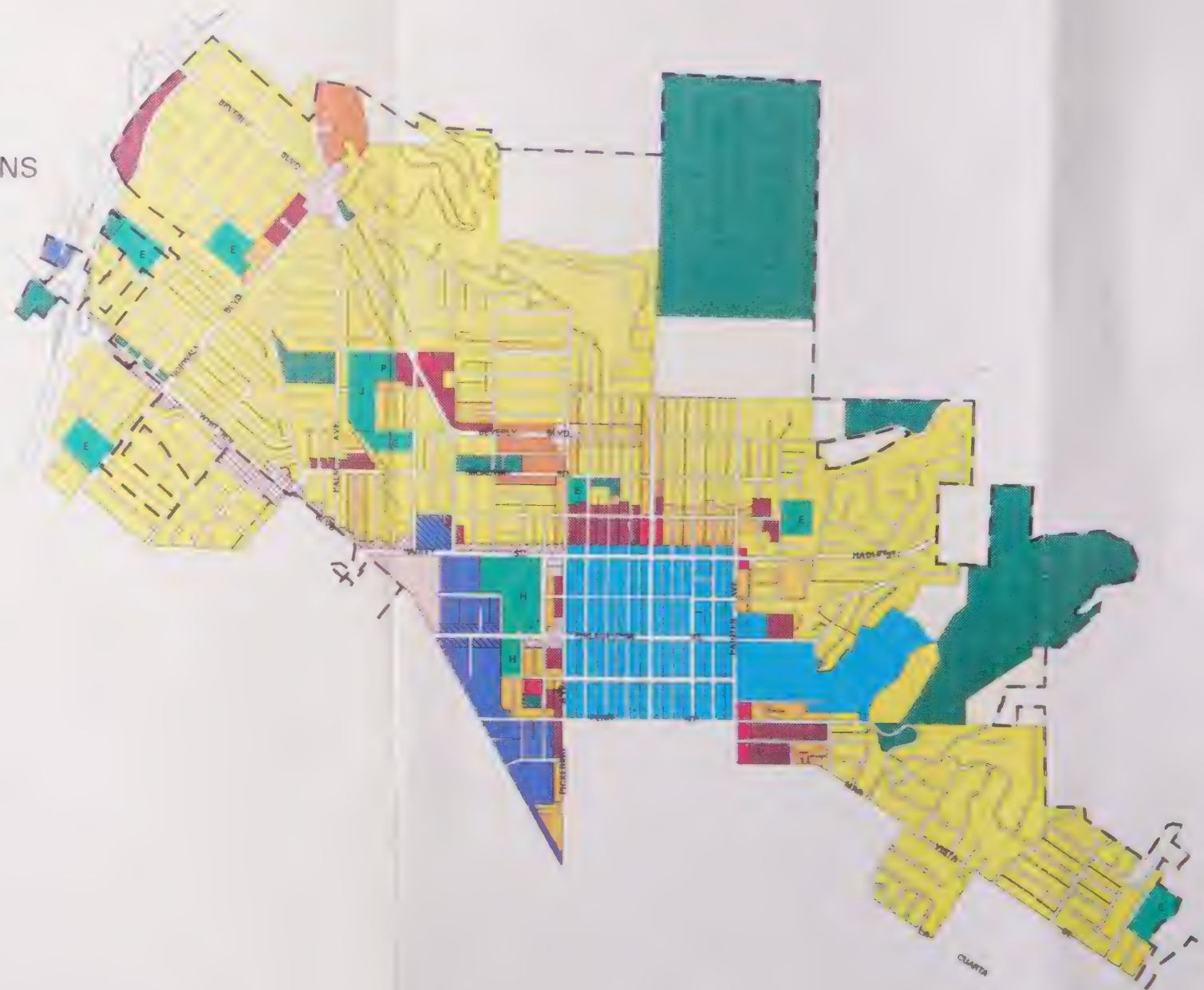
Residential Land Use Designations and Standards

Residential land use designations apply to the various densities of residential developments in the City. Generally, higher density areas are located near the city center and low density areas are located on the hillsides. The residential land use designations are summarized in Table 2-2.

- **Hillside Residential** - The Hillside Residential designation applies to large lot development. Approximately 314.27 acres (3.9 percent) of the City is designated as Hillside Residential. This designation will allow development of up to three dwelling units per acre. The population density within these areas would be 9 persons per acre, assuming an average household size of 2.7 persons per household. (The average household size reflects 1990 Census estimates.) This designation corresponds to the Hillside Residential (H-R) Zone of the City Zoning Ordinance.
- **Low Density Residential** - The Low Density Residential designation refers to single-family development which is found throughout Whittier. Generally, this designation characterizes existing residential neighborhoods in the City. This designation will allow developments with maximum densities of 6 or 7 units per acre, depending on the underlying zoning, lot configuration, and development standards. The Low Density Residential designation covers the majority of residential neighborhoods in Whittier or approximately 3,785.87 acres (47.3 percent). The population density within these neighborhoods may average up to 19 persons per acre, with an average household size of 2.7 persons per household. The Low Density Residential designation directly

LAND USE DESIGNATIONS

-  HILLSIDE RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  MEDIUM-HIGH DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  GENERAL COMMERCIAL
-  ADMINISTRATIVE/PROFESSIONAL COMMERCIAL
-  GENERAL INDUSTRIAL
-  URBAN DESIGN DISTRICT
-  SPECIFIC PLAN
-  ELEMENTARY SCHOOL
-  JUNIOR HIGH SCHOOL
-  HIGH SCHOOL
-  PRIVATE SCHOOL
-  PARK
-  GOLF COURSE
-  CIVIC CENTER
-  HOSPITAL
-  POST OFFICE
-  LIBRARY



LAND USE DESIGNATIONS

- HILLSIDE RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- GENERAL COMMERCIAL
- ADMINISTRATIVE/PROFESSIONAL COMMERCIAL
- GENERAL INDUSTRIAL
- URBAN DESIGN DISTRICT
- SPECIFIC PLAN
- ELEMENTARY SCHOOL
- JUNIOR HIGH SCHOOL
- HIGH SCHOOL
- PRIVATE SCHOOL
- PARK
- GOLF COURSE
- CIVIC CENTER
- HOSPITAL
- POST OFFICE
- LIBRARY



Section 2: Land Use Element (continued)

corresponds to the Low-Density Residential (R-1) Zone and includes the Residential (R-E) Zone.

- **Medium Density Residential** - The Medium Density Residential designation applies to areas of the City with densities between 8 dwelling units per acre to 15 dwelling units per acre. Housing within this density range includes a mix of single-family detached and attached units, duplex, triplex, and garden apartments. The Medium Density Residential designation applies to approximately 225.27 acres (2.8 percent) of the City. The maximum population density in these areas is 41 persons per acre, assuming an average of 2.7 persons per household. This designation corresponds to the Medium Density Residential (R-2) Zone.
- **Medium-High Density Residential** - The Medium-High Density Residential designation reflects areas with housing densities of 16 dwelling units per acre to 25 dwelling units per acre. Developments within this designation include multi-family projects, apartment, condominiums, and planned unit developments. The Medium-High Density Residential designation covers approximately 65.90 acres (0.8 percent) of the City. The maximum population density within these areas is 68 persons per acre. The Medium-High Density Residential designation corresponds to the Medium-High Density Residential (R-3) Zone.
- **High Density Residential** - The High Density Residential designation applies to those areas with multi-family developments and special housing projects with densities of 26 dwelling units per acre to 35 dwelling units per acre. Approximately 184.34 acres, or 2.3 percent of the City, is designated as High Density Residential. The population density in these areas may reach 95 persons per acre (at 2.7 persons per household). This land use designation corresponds to the High Density Residential (R-4) Zone.

TABLE 2-2 SUMMARY OF GENERAL PLAN RESIDENTIAL DESIGNATIONS			
Land Use Designation	Maximum Density	Permitted Developments	Corresponding Zone District
Hillside Residential	2 units/acre	Planned residential clusters of single-family units and/or multi-family units	H-R
Low Density Residential	6 to 7 units/acre	Single-family detached units	R-E R-1
Medium Density Residential	15 units/acre	Townhouses, duplex, triplex, garden apartments, and multi-family detached units	R-2

Section 2: Land Use Element (continued)

TABLE 2-2 SUMMARY OF GENERAL PLAN RESIDENTIAL DESIGNATIONS (continued)			
Land Use Designation	Maximum Density	Permitted Developments	Corresponding Zone District
Medium-High Density Residential	25 units/acre	Multi-family units, condominiums, Planned Unit Developments	R-3
High Density Residential	35 units/acre	Multi-family units, special housing projects	R-4

Commercial Designations and Standards

Commercial designations in the Plan reflect the different types of commercial land uses: General Commercial, and Administrative and Professional Commercial. Commercial designations are described below and are summarized in Table 2-3.

- **General Commercial** - The General Commercial designation refers to retail, trade and service uses, including highway-related commercial uses, shopping centers, business districts and commercial nodes. Approximately 411.51 acres of the City are designated as General Commercial. The average floor area ratio of developments in these areas is 0.25 to 0.50. This designation corresponds to the C-1, C-2, and C-3 Zones of the Zoning Ordinance.
- **Administrative and Professional Commercial** - The Administrative and Professional Commercial designation applies to areas developed with offices serving business, medical, professional, and administrative uses. This designation permits an average floor area ratio (FAR) of 0.50 to 2.0. Approximately 58.41 acres of the City (0.7 percent) are designated Administrative and Professional Commercial. This designation corresponds directly to the Commercial Office (C-O) and Light Commercial (C-1) Zones.

TABLE 2-3 SUMMARY OF GENERAL PLAN COMMERCIAL DESIGNATIONS			
Land Use Designation	Maximum Density Average FAR	Permitted Developments	Corresponding Zone District
General Commercial	FAR 0.25 to 2.0	Retail, trade and service uses, business district, commercial corridor, sub-regional shopping centers, convenience centers, highway-related commercial uses, high density residential uses	C-1 C-2 C-3

Section 2: Land Use Element (continued)

TABLE 2-3 SUMMARY OF GENERAL PLAN COMMERCIAL DESIGNATIONS (continued)			
Land Use Designation	Maximum Density Average FAR	Permitted Developments	Corresponding Zone District
Administrative and Professional Commercial	FAR 0.5 to 2.0	Business, medical, professional and administrative offices, special housing projects, high density residential uses	C-1 C-O

Urban Design District Overlay

This land use designation promotes the revitalization and improvement in four key corridors within the City. The designation goes beyond the Scenic Corridor designations discussed in the Environmental Resource Management Element which focuses on landscaping and the preservation and maintenance of amenities. The Urban Design District applies to portions of Whittier Boulevard, Greenleaf Avenue, Philadelphia Street, and Hadley Street. It promotes specific urban design measures and guidelines and calls for specific types of land uses and accompanying development standards tailored for each use. This designation does not change the maximum density allowed by the underlying zoning designations though the overlay expands the development that is currently permitted under the base zone designations. Table 2-4 summarizes this land use designation and the actions associated with the implementation of the overlay designation for each of the districts.

The Urban Design District designation applies to the following:

- **Whittier Boulevard Urban Design District** - This district generally extends along the entire length of Whittier Boulevard and applies to a majority of parcels where infill or design guidelines are desirable. The Plan calls for design guidelines or a specific plan to be prepared and adopted to provide direction related to architectural design, site planning, signage, and streetscape treatments along Whittier Boulevard. The Whittier Boulevard Urban Design District designation will also permit mixed-use developments (which may include a mix of residential and commercial land uses on a single parcel) once design standards have been prepared. In other areas, the intent is to provide for the establishment of commercial nodes and centers to more efficiently utilize the available land. Existing residential and public land uses located along the corridor will not be affected by this designation.
- **Hadley Street Urban Design District** - This designation promotes the upgrading of Hadley Street between Whittier Boulevard and the Uptown area. The Plan calls for the preparation of design guidelines or a specific plan to establish direction concerning the nature and extent of development desirable in the future. The General Plan envisions

Section 2: Land Use Element (continued)

the need to establish design guidelines for this key roadway while promoting mixed-use (residential/commercial) and residential development in those areas where underutilized properties are found.

- **South Greenleaf Urban Design District** - This designation applies to that portion of Greenleaf Avenue between Uptown and Whittier Boulevard. This area is included within the South Greenleaf Redevelopment Project Area and has been the focus of planning efforts related to improved urban design. The Overlay designation, as it applies to this corridor, also permits mixed-use development (residential/commercial) and residential development. Commercial development is also permitted under the base zoning.
- **Philadelphia Street Urban Design District** - This street is a highly visible link between Whittier Boulevard and the Uptown Area. The overlay designation, as it applies to this corridor, focuses on improving the corridor's appearance through design guidelines. The average permitted density in these areas shall be regulated by the density allowed by the underlying designation.

**TABLE 2-4
 SUMMARY OF URBAN DESIGN DISTRICT DESIGNATION**

District Name	Maximum Average Density	Applicable Standards
Whittier Boulevard	FAR 0.25 to 2.0 (with the floor area for the residential use calculated as part of the FAR)	Specific Plan or Design Guidelines will be prepared. Base zoning will remain unchanged along corridor. Commercially zoned parcels may be redeveloped in mixed-use residential/commercial on same parcel.
Hadley Street	FAR 0.25 to 2.0 (with the floor area for the residential use calculated as part of the FAR)	Specific Plan or Design Guidelines will be prepared. Base zoning will remain unchanged along corridor. Commercially zoned parcels may be redeveloped in mixed-use residential/commercial on same parcel.

Section 2: Land Use Element (continued)

TABLE 2-4 SUMMARY OF URBAN DESIGN DISTRICT DESIGNATION (continued)		
District Name	Maximum Average Density	Applicable Standards
South Greenleaf Avenue	FAR 0.25 to 2.0 (with the floor area for the residential use calculated as part of the FAR)	Specific Plan or Design Guidelines will be prepared. Base zoning will remain unchanged along corridor. Commercially zoned parcels may be redeveloped in mixed-use residential/commercial on same parcel.
Philadelphia Street	Base zoning applies	Design guidelines only.

Industrial Designation

The General Industrial designation refers to all industrial and manufacturing land uses, including warehouses. In Whittier, approximately 262.28 acres (3.3 percent of the City's total land area) are designated as General Industrial. The average floor area ratio of these areas is 0.6 to 1.0. The General Industrial designation corresponds to the Manufacturing (M) Zone in the Zoning Ordinance. The standards are summarized in Table 2-5.

TABLE 2-5 SUMMARY OF GENERAL PLAN INDUSTRIAL DESIGNATION			
Land Use Designation	Average FAR	Permitted Developments	Corresponding Zone District
General Industrial	FAR 0.6 to 1.0	Warehouses, light and heavy industrial uses	M

Public and Quasi-Public Designations

Public and Quasi-Public designations, (summarized in Table 2-6) apply to land uses operated and maintained for public administration, and welfare. These land uses include public elementary, junior high and high schools, private schools, parks, the Civic Center, hospitals, post offices, libraries, and the golf course. The Land Use Plan identifies the different institutional and public uses in the City. Approximately 1,232.26 acres of the City (15.4 percent) is designated for the different Public and Quasi-Public uses. This designation is consistent with all zoning categories in which these uses are permitted.

Section 2: Land Use Element (continued)

TABLE 2-6 SUMMARY OF GENERAL PLAN PUBLIC/QUASI-PUBLIC DESIGNATION			
Land Use Designation	Average FAR	Permitted Developments	Corresponding Zone District
Public and Quasi-Public	FAR 0.5 to 2.0	Schools, institutional uses, private clubs and organizations, parks and recreation facilities, cultural and civic centers, utility facilities	All

Specific Plan Designation

Specific Plans are designed to provide specific guidance concerning land use and development standards, infrastructure requirements (including streets), and design standards for areas included within a specific plan's boundaries. Once adopted, a specific plan can only be changed by amending the plan. The areas designated as Specific Plan correspond to areas of adopted and future specific plans. Specific plans may be developed for other areas of the City where there is a need to exercise more control over the development of the area. The following Specific Plans are provided for under this General Plan:

- The Uptown Whittier Village is located in a specific plan area which contains the City's original commercial district. It covers 33 city blocks developed with retail stores, specialty shops, restaurants, residences, and offices. The specific plan for Uptown Whittier was developed specifically to preserve the historic character of the area. The plan calls for rebuilding of the retail commercial base, development of mixed-uses, restoration of historic buildings, development of buildings which complement the existing architectural style, promotion of the area's retail uses, creation of entertainment opportunities, and development of support residential and offices uses.
- The Quad at Whittier Specific Plan covers the area developed with the Quad shopping center on Whittier Boulevard between Painter and Laurel Avenues. The site covers 32.4 acres.
- Whittier College has also been designated a Specific Plan area. This will allow development within the college to proceed according to a proposed Master Plan. Whittier College is developed with school buildings, dormitories and game fields.

Section 2: Land Use Element (continued)

Land Use Plan

The Land Use Plan, as shown in Exhibits 2-1 and 2-2, indicates the location and extent of development permitted under the Land Use Plan. As indicated previously, most development in the City is going to be preserved under this Plan. The focus of future revitalization and redevelopment will be along the commercial arterial roadways and in scattered infill.

The development capacity of a city may depend on a number of factors such as availability of infrastructure, vacant land, topography, and the maximum development permitted under the General Plan. The maximum development possible under a plan is referred to as a *build-out*. Build-out is generally expressed in number of housing units for residential development and square-footage of structural gross floor area for nonresidential.

Theoretical build-out refers to the development possible if all land uses were developed to the maximum intensity permitted under the General Plan. The major limitation of theoretical build-out is the assumption that existing development will be replaced by newer development over the life of the Plan. Effective build-out is a more realistic measure in that the measure recognizes that new development will be limited to certain parcels. Many parcel's configurations will not allow further development. In communities that are urbanized, effective build-out is generally around 80% of theoretical build-out.

The Whittier Land Use Plan, under effective build-out, will result in approximately 28,451 to 35,564 housing units, 4.6 to 5.8 million square feet of commercial uses and 5.5 to 6.8 million square feet of industrial uses. Table 2-6 indicates the effective and theoretical build-out for the General Plan. The effective buildout is 80 percent of the theoretical capacity. It accounts for lot size, irregular parcels and other areas that cannot accommodate development at maximum density. Assuming an average household size of 2.7 persons per household, the resident population at build-out and full occupancy is 96,023 persons. Table 2-7 estimates the Plan's carrying capacity.

TABLE 2-7 LAND USE PLAN BUILD-OUT				
Land Use Designation	Acres	Density/FAR	Total Build-out	Effective Build-out
Hillside Residential	314.27	2 du/acre	628	502
Low Density Residential	3,785.87	6 du/acre	22,715	18,172
Medium Density Residential	225.27	15 du/acre	3,379	2,703
Medium-High Density Residential	65.90	25 du/acre	1,648	1,318
High Density Residential	184.34	35 du/acre	6,452	5,162

Section 2: Land Use Element (continued)

TABLE 2-7
LAND USE PLAN BUILD-OUT (continued)

Land Use Designation	Acres	Density/FAR	Total Build-out	Effective Build-out
General Commercial	411.51	FAR 0.25 to 0.50	4,481,344 sf	3,585,075 sf
Administrative and Professional Commercial	58.41	FAR 0.5 to 2.0	1,272,170 sf	1,017,736 sf
General Industrial	262.28	FAR 0.60 to 1.0	6,854,950 sf	5,483,960 sf
Urban Design District	296.74	25 du/ac	742 du*	594 du
Public and Quasi-Public				
Elementary School	166.22	FAR 0.5	7,317,427 sf	5,853,941 sf
Junior High School	38.65	FAR 0.5		
High School	114.74	FAR 0.5		
Private School	16.36	FAR 0.5		
Park	492.18	FAR 0.01	214,394 sf	171,515 sf
Civic Center	17.27	FAR 0.70	526,597 sf	421,277 sf
Hospital	27.41	FAR 1.0 to 2.0	1,193,980 sf	955,184 sf
Post Office	1.80	FAR 0.5	39,204 sf	31,363 sf
Golf Course	121.25	FAR 0.01	52,817 sf	42,253 sf
Library	1.19	FAR 0.5	25,918 sf	20,735 sf
Specific Plan	235.19	FAR 0.5 to 2.0	5,122,438 sf	4,097,950 sf
Streets	1,465.79	---	---	---
TOTAL	8,005.90		35,564 units + 27 million sq.ft.	28,451 units + 22 million sq.ft.
* Assumes 10% is developed with residential uses at 25 du/ac and with commercial or industrial use calculated under the base designation.				

SECTION 3: HOUSING ELEMENT

INTRODUCTION

The Housing Element of the *Whittier General Plan* is concerned with housing in the City. The primary focus of the Housing Element is to encourage the provision of suitable housing and to protect the vitality of existing residential neighborhoods. Through its housing programs, the City will encourage the production of new housing to meet future needs and will conserve the existing housing stock.

The Housing Element of the City of Whittier has been reviewed and approved by the State Department of Housing and Community Development in 1993. The Comprehensive Housing Affordability Strategy (CHAS) for Whittier, which was adopted in 1992, is consistent with this Element. The CHAS was prepared to identify priorities in housing, as required by the Federal Department of Housing and Urban Development.

The Housing Element fulfills the requirements of the State Planning and Zoning Law and the regulations of *Section 65580-65589.5 of the California Government Code*. State law is very specific on the content of the Housing Element and makes it clear that the provision of affordable housing is the responsibility of all local governments. The requirements of State law are outlined in Table 3-1. *Section 65583* of the Government Code of the State of California contains the legislative definition of a housing element:

"The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvements, and development of housing. The housing element shall identify adequate sites for housing and mobile-homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community."

The specific information and analysis that must be included in housing elements have been regularly changed by state legislation. There have also been changes in the City and regional housing market which require reevaluation in the element. The focus of the Housing Element is to analyze and evaluate the City's housing resources and programs to ensure that they are effective in meeting the needs of the residents of the community.

Section 3: Housing Element (continued)

**TABLE 3-1
 HOUSING ELEMENT REQUIREMENTS**

California Government Code, Section 65583	
(a)	Needs Assessment and Inventory of Constraints and Resources
(1)	Population and employment trends
(2)	Household and housing stock characteristics
(3)	Land inventory and analysis of infrastructure
(4)	Governmental constraints
(5)	Nongovernmental constraints
(6)	Special housing needs <ul style="list-style-type: none"> ■ Female-headed households ■ Overcrowding ■ Farm workers ■ Elderly ■ Handicapped ■ Homeless
(7)	Energy Conservation
(8)	Publicly Assisted Housing Developments
(b)	Statement of Goals, Quantified Objectives, and Policies
(c)	Five-Year Housing Program
(1)	Adequate sites
(2)	Assist development of affordable housing
(3)	Remove governmental constraints
(4)	Conserve existing housing stock
(5)	Promote equal access to housing
(6)	Preserve low-income housing
(d)	Description of Public Participation Program in the formulation of Housing Element goals, policies, and programs.
California Government Code, Section 65584	
(1)	A description of the Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments.
California Government Code, Section 65588	
(a)	Review of Past Element
Source: State of California Office of Planning Research	

The housing needs of the City may be identified through the characteristics of its population and households, employment growth trends, and the analysis of groups which may have special housing needs. Housing resources include the City's housing stock characteristics, land available for residential development, and facilities that support existing residential communities. By matching its resources with its housing needs, the City will be able to: 1) identify households or groups

Section 3: Housing Element (continued)

which do not have adequate housing, 2) determine the affordability of the housing stock in relation to household income, 3) evaluate the capacity of the City to accommodate future residents, and 4) address other housing concerns which require attention in the City's housing program. The discussion of governmental, economic, and physical constraints to the development of housing, and opportunities for energy conservation further expand on the factors that affect housing costs and production.

The Housing Element Background Report details the population, household and housing characteristics of the City. The primary housing issues in Whittier involve the preservation of existing residential neighborhoods and the accommodation of special housing needs.

- The 1990 census estimates a population of 77,671 persons in Whittier. The majority of residents are Caucasian, although there is a growing Hispanic population. Approximately 29 percent of all residents are aged 19 or younger; 49 percent are between 20 and 54 years old; and 22 percent are 55 years or older. With a stable population, household growth increased by less than one percent from 1980 to 1990. Household size increased slightly to an average of 2.72 persons per household in 1990. Approximately 58 percent of the households are home owners and 42 percent are renters.
- The 1990 housing stock consists of 28,758 units. While the majority of the units are in good condition, a number of units are in need of rehabilitation and others are dilapidated and need to be removed. Housing affordability is measured by overpayment (paying more than 30 percent of gross income for housing). Approximately 4,861 households overpaid in 1988 and are considered to be in need of some form of assistance. They represent the City's existing housing need. The Southern California Association of Governments (SCAG) has also estimated a future housing need of 1,589 units to accommodate future growth.
- With the high real estate values in Southern California, more and more households are squeezed out of the housing ownership market. The need for affordable owner-occupied and rental housing has been expressed by many residents. Affordable housing may include mobile home parks, senior citizen housing, and subsidized low and moderate income housing projects.
- Other housing concerns include the maintenance of rental properties, illegal garage conversions, incompatible housing densities, parking on residential streets, energy conservation, and inappropriate infill development.
- Households and residents with special housing needs include the elderly, disabled, homeless, large households (5 or more persons per household), and female-headed households. Programs to provide equal housing opportunity to these groups should be developed.

Section 3: Housing Element (continued)

- Constraints to housing development include City ordinances and fees, land availability, construction costs, loan interest rates and infrastructure capacity. Reducing these constraints to the extent possible could lessen housing costs and encourage new residential development.

Citizen Participation

The City of Whittier continues to encourage citizen input on all housing policy decisions. The Community Development Block Grant (CDBG, the major source of funding for the City's housing programs) is subject to annual review and a public hearing. The GPAC also served to review the City's adopted CHAS. This draft element has been widely distributed to the community and was subject to public hearings before the Planning Commission and City Council, prior to adoption.

Organization of this Element

The Housing Element Background Report contains an assessment of housing needs, and an inventory of resources and constraints. The Element presents the statement of goals, policies, and objectives designed to meet the housing needs identified in the Background Report. A 5-year implementation program for the identified policies is also included. The housing programs included in the City's revised Housing Element are intended to accomplish all of the following goals expressed in State law:

- Identify adequate sites with public services and facilities through appropriate zoning development standards to facilitate and encourage the development of a variety of housing types for all income levels, including rental housing, factory-built housing, and mobile-homes, in order to meet the community's housing goals.
- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing.
- Conserve and improve the conditions of the existing affordable housing stock.
- Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

Relationship to Other Elements

Two other elements of the General Plan will particularly affect the implementation of the Housing Element--the Land Use Element which designates land for residential development and establishes permitted densities of development, and the Transportation Element which establishes policies for providing essential infrastructure to all housing that is developed. Each of these elements has been consulted and relevant policies are reflected in the Housing Element.

HOUSING GOALS AND POLICIES

This section discusses the City's goals and policies to meet the housing needs of the community. The goals and policies which have been developed, and are described herein, are intended to provide a practical and workable framework in which the Planning Commission and City Council may take action affecting housing and neighborhoods within the community. The need for change within the established policies, goals, and objectives has been anticipated. Neighborhoods change and the conditions upon which policy is established may change, requiring the flexibility to establish new housing priorities and direction.

If it is deemed necessary to revise the statement of goals, policies, and objectives of the Housing Element, such revisions will be made in conformance with the provisions of Section 65588 of Article 10.6 of the Government code. Pursuant to the legislation, the City of Whittier will review the Housing Element as frequently as is appropriate, but not less than 5 years, to determine the continued applicability of the policies and programs contained within the Housing Element. Specifically, the annual review shall focus on the following:

- The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the State housing goals.
- The effectiveness of the Housing Element in attainment of the community's housing goals and objectives.
- The progress of the City in the implementation of its Housing Element.

Issue: Maintenance of Existing Housing Stock

Many of the neighborhoods which collectively make up the City of Whittier have aged with dignity and charm. Others, however, have not fared so well. The City of Whittier seeks to improve the desirability of the housing stock within those neighborhoods which have not withstood time and to preserve those which have. The City, therefore, adopts through the Housing Element goals, policies, and objectives for improvement of existing housing stock. The adoption of these policies is a statement of the City's approach to be followed over the life of the Housing Element.

Section 3: Housing Element (continued)

Conditions within the City and its neighborhoods are not static. As changes come about within neighborhoods, or circumstances dictate a different approach, the City will be sufficiently flexible in its approach to meet the challenges of such change and to incorporate into its housing policies innovative methods by which to meet new conditions. The primary goal is to maintain the integrity of the residential community with sensitivity, while adopting policies which are in the best interest of each neighborhood and the City at large.

The goal and policies for housing maintenance and improvement have been developed recognizing the community needs, resources available and the constraints to housing improvement efforts. Where appropriate, these key housing protection guidelines have been developed consistently with other elements of the General Plan, as well as other planning and policy documents for the City.

- Goal 1 Maintain a supply of housing, within the City of Whittier, which is free from the adverse problems of structural neglect and deterioration, and promote neighborhood environments which provide an excellent quality of life for all residents.
 - Policy 1.1 Actively engage in identifying substandard and deteriorating housing in Whittier and take appropriate actions to ensure correction of these deficiencies, such as initiating rehabilitation, maintenance, or replacement programs.
 - Policy 1.2 Protect viable housing and the continued maintenance and stabilization of healthy neighborhoods.
 - Policy 1.3 Encourage and/or stimulate conservation of existing residential areas and, where possible, minimize or prevent the intrusion of incompatible uses into the neighborhoods.
 - Policy 1.4 Work to rehabilitate and, if required, replace substandard dwelling units.
 - Policy 1.5 Promote rehabilitation which maximizes the utility of the existing housing stock.
 - Policy 1.6 Encourage a full range of public improvements and services to provide for the needs of all residential neighborhoods.
 - Policy 1.7 Maintain amenities (landscaping, trees, urban design, parks, etc.) which provide beauty, identity, and form to the City and the residential neighborhoods within the community.

Section 3: Housing Element (continued)

- Policy 1.8 Work to provide local parks, including special facilities for community recreation, with an average ratio of 4.5 acres for every 1,000 people.
- Policy 1.9 Discourage increases in the acceptable ambient sound levels within residential areas of the community.
- Policy 1.10 Discourage and, where possible, eliminate the use of streets within residential neighborhoods as traffic thoroughfares.
- Policy 1.11 Work with state and local agencies for the preservation of existing low-income housing developments.

Issue: Housing Production

The City of Whittier's goals, policies, and objectives relating to housing production are contained within this section. In adopting these statements, the City Council is communicating to the community at large, as well as the home building industry, the quantified goals for housing production and the guidelines to be followed in developing new housing. The goals and policies for housing production have been refined and modified in light of current resources and constraints. The adopted goals and policies for housing production reflect the community's desires for the City of Whittier relative to the production of housing in numbers, type, density, and other qualities of importance to the residents of this community.

- Goal 2 The City will work to provide opportunities for new housing units to meet the housing needs of all economic segments of the City of Whittier.
 - Policy 2.1 Encourage the development of housing to meet the City of Whittier's responsibilities for the regional housing needs.
 - Policy 2.2 Encourage and increase the variety and supply of housing available at costs affordable to the various income levels of the population.
 - Policy 2.3 Encourage a variety of housing arrangements and densities, each appropriately located with reference to topography, traffic circulation, community facilities, and aesthetic considerations.
 - Policy 2.4 Encourage a balance of housing in a variety of types which provides a range of housing affordable to households at all economic levels. The balance of housing promoted would include townhouses, cluster developments, condominiums, apartments, single-family dwellings, manufactured homes and second units.

Section 3: Housing Element (continued)

- Policy 2.5 Promote development density in the City and planning area that is consistent with environmentally sound development and does not disrupt the fragile natural topography.
- Policy 2.6 Encourage continued and new investment in the established communities of Whittier.
- Policy 2.7 Encourage and promote, where the land use plan permits higher density, the assemblage and consolidation of small parcels to promote a more efficient use of space, while allowing for aesthetic amenities and greater use of open space.
- Policy 2.8 Encourage the consolidation of multiple land ownership by private or public means into single ownership. This will facilitate the use of contemporary planning techniques in providing multiple-family residences with greater amenities and will enhance the quality of life for the citizens of Whittier.
- Policy 2.9 Examine the feasibility of under-utilized commercial and industrial sites which may be suitable for rezoning to residential uses.
- Policy 2.10 Promote first time buyer assistance programs to enable young families to acquire housing.
- Policy 2.11 Use density and open space bonuses to encourage the assemblage of large parcels for higher density developments.

Issue: Housing Assistance

The City of Whittier recognizes that there are unmet housing assistance needs within the community and continues to focus efforts toward alleviation of these needs. The City will look to current and potential land uses, the existing housing stock, community redevelopment, and community development activities to establish the goals, policies, and objectives for meeting housing assistance needs. This section of the Housing Element synthesizes the guidelines and direction that the City Council has set forth with respect to housing assistance needs. The goals, policies, and objectives, set forth herein, are the culmination of past City actions vis-a-vis housing needs and the relevant requirements of the housing element as prescribed by California State law.

- Goal 3 Work to maintain a balanced housing stock with a range of housing available to all economic segments of Whittier and make an effort to meet the housing assistance needs of Whittier residents to the maximum extent possible.
- Policy 3.1 Work toward the provision of the City of Whittier's fair share of regional housing needs, as identified in the Regional Housing Needs Assessment

Section 3: Housing Element (continued)

(RHNA), prepared by the Southern California Association of Governments (SCAG).

Policy 3.2 Encourage housing which is affordable to the various income levels of the population.

Issue: Special Needs Housing

There are households in the City which may have special housing needs that cannot be met by standard housing developments. In order to promote equal access to all households and to help special needs households find appropriate housing, the City of Whittier has developed a goal for equal opportunity. By actively supporting projects and programs that accommodate special needs households and minorities, more Whittier residents will be provided with adequate housing.

Goal 4 Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, or handicap.

Policy 4.1 Promote and encourage equal access to housing in a variety of locations, types, and prices for all residents of the community.

Policy 4.2 Encourage the development of accessible housing which is adaptable to the daily needs of the disabled persons within the community.

Policy 4.3 Work to provide and encourage others to provide the support services necessary to permit residents with special needs to successfully function as full members of the community.

IMPLEMENTATION PROGRAMS

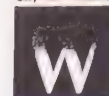
The housing program for the City of Whittier includes actions and programs to be undertaken in maintaining, improving, and developing housing for all residents of the community. The program descriptions are intended to serve as a guide to the implementation and evaluation of the City's accomplishments toward meeting identified housing needs. The program information also reflects the City of Whittier's efforts to provide housing pursuant to the requirements of the State of California Housing Element legislation.

Table 3-2 provides the corresponding implementation measures for the City's housing goals and policies. A discussion of each implementation measure is provided in Section 10.

Section 3: Housing Element (continued)

**TABLE 3-2
 HOUSING ELEMENT IMPLEMENTATION**

Goal	Policy	Implementation Measure
1. Maintain housing supply	1.1 Identify substandard housing and correct these deficiencies.	Housing Rehabilitation Program Neighborhood Housing Services Project Non-conforming Use Abatement Substandard Dwelling Units and structures
	1.2 Maintain residential neighborhoods.	Code Enforcement Housing Rehabilitation Program Redevelopment Programs
	1.3 Conserve existing residential areas.	Housing Rehabilitation Program Design Review
	1.4 Rehabilitate substandard dwelling units.	Code Enforcement
	1.5 Promote housing rehabilitation.	Housing Rehabilitation Program Redevelopment Programs
	1.6 Encourage the provision of public improvements and services to serve residential neighborhoods.	Library Improvements Sewer System Improvements School Services Drainage Master Plan Water System Improvements Police Services Savage Canyon Landfill Facility Fees Capital Improvement Program Underground Utility Lines
	1.7 Maintain amenities which provide beauty, identity & form to the City.	Design Review Sidewalk & Parkway Development & Maintenance
	1.8 Provide parks & recreational facilities.	Park Needs Study Update Private Recreation Facilities
	1.9 Discourage increases in noise levels.	Acoustical Analysis Reports Noise Ordinance
	1.10 Discourage through traffic in residential areas.	Traffic Improvements
	1.11 Preserve existing low-income housing projects.	Senior Citizen and Low-Income Housing Projects Housing Preservation



Section 3: Housing Element (continued)

TABLE 3-2
HOUSING ELEMENT IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
2. Opportunities for new housing to meet area needs.	2.1 Encourage housing development to meet regional housing needs.	Streamline Permit Process Support Organizations General Plan & Zoning Ordinance Consistency
	2.2 Encourage a variety of housing to accommodate households with various income levels.	General Plan & Zoning Ordinance Consistency Residential Design Guidelines Incentives to Create Larger Lots Second Units
	2.3 Encourage variety of housing arrangements.	General Plan & Zoning Ordinance Consistency Manufactured Homes Federal Housing Programs Housing for Elderly & Handicapped Land Cost Write-down Affordable Housing Fund
	2.4 Encourage a balance of housing types.	Support Organizations General Plan & Zoning Ordinance Consistency Second Units Manufactured Homes
	2.5 Promote development density that is consistent with the environment and natural topography.	Hillside Standards
	2.6 Encourage continued and new investment in Whittier.	Support Organizations
	2.7 Encourage lot assembly on high density areas.	Incentives to Create Larger Lots
	2.8 Encourage the consolidation of land to improve development quality.	Incentives to Create Larger Lots Land Consolidation
	2.9 Examine use of underutilized sites for residential uses.	Underutilized Lots
	2.10 Promote first time home buyer assistance programs.	Homebuyer Assistance
	2.11 Use incentives to encourage lot assembly.	Incentives to Create Larger Lots

Section 3: Housing Element (continued)

**TABLE 3-2
 HOUSING ELEMENT IMPLEMENTATION (continued)**

Goal	Policy	Implementation Measure
3. Maintenance of balanced housing stock and housing assistance	3.1 Work towards meeting the City's regional housing needs. 3.2 Encourage housing supply which is affordable to various income levels.	Support Organizations Underutilized lots General Plan & Zoning Ordinance Consistency Section 8 Programs Federal Housing Programs Housing for Elderly & Handicapped Land Cost Write-down Social Service Agencies Affordable Housing Fund Second Units
4. Equal housing opportunities	4.1 Promote equal access to housing. 4.2 Encourage accessible housing for the disabled. 4.3 Encourage support services for residents with special needs.	Density Bonus Fair Housing Council Senior Citizen & Low Income Housing Projects Accessible Housing Housing for Elderly & Handicapped Social Service Agencies Fair Housing Council

HOUSING PLAN

The City of Whittier has adopted a three-pronged approach to meeting the housing needs of the community.

- **Housing Maintenance and Improvement** - Improvement of the existing housing supply so that this housing remains in sound condition, since existing housing is generally less expensive than new construction.
- **Housing Production** - Development of new housing on sites suitable for residential use to expand the supply and choice of units available.
- **Housing Assistance** - Assistance to lower income households and households with special needs so that the community continues to provide housing for all economic groups.

Section 3: Housing Element (continued)

Housing Maintenance and Improvement

Quantified objectives have been established related to housing maintenance and improvement for each of the major approaches. For the 1989-1994 planning period, the City of Whittier hopes to accomplish the following:

- Rehabilitate approximately 300 housing units over the 5-year effective period of this housing element (1989 to 1994). The projected rehabilitation is dependent upon and will be consistent with the resources available through the Community Development Block Grant Program.
- Replace 75 to 100 housing units which have been determined to be unsuitable for rehabilitation, during the 5-year period covered by this housing element (1990 to 1995). Such replacement of housing units will be provided through and will be consistent with the Land Use Element, redevelopment project areas, and other appropriate resources.
- Ensure that substandard housing, which is occupied by low and moderate income households and is removed by public or private action, is replaced in compliance with the legal requirements of the State of California.
- Preserve all subsidized low income housing projects from conversion to market rate units.

Housing Production

The following objectives have been established for the production of new housing in the City:

- Allocate sufficient residential land, at appropriate densities, to continue efforts to meet the housing needs of all Whittier residents.
- Achieve the development of 800 to 1,200 housing units over the ensuing 5-year period (1990 to 1995), with at least 200 of these units affordable to households earning less than 80 percent of the regional median.
- Achieve the development of new housing at various densities, including medium, medium-high, and high densities to assist in developing affordable housing.
- Discourage condominium conversions which remove affordable housing (limit to less than 2 percent of existing stock).
- Minimize the loss of existing affordable housing by encouraging replacement as recycling to higher densities occurs.

Section 3: Housing Element (continued)

Housing Assistance

The City has established the following objectives related to housing assistance:

- Achieve housing assistance for at least 10 percent of those resident households identified as requiring housing assistance. This would result in the City of Whittier providing housing assistance for 200 lower income existing households.
- Achieve the production of 400 to 600 affordable housing units during the coming 5-year period covered by this housing element in order to meet a realistic portion of the housing assistance needs requiring new construction, including resident and regional share needs. The specific objective of 200 new affordable housing units is 20 percent of the total housing production target.

Equal Opportunity

The following objectives related to equal opportunity and fair housing have been established:

- Provide handicap access in all new developments.
- Promote use of the San Gabriel Valley Fair Housing Council to assist at least 100 requests for information, advice, arbitration or legal counsel on an annual basis.

Quantified Objectives:

Quantified objectives for individual housing programs are summarized in Table 3-3. The quantified objectives are broken down according to household income categories: very low, low, moderate, and high. Very low income households have annual incomes that are 50 percent of the County median income. Low income households refer to households with incomes ranging from 50 percent to 80 percent of the County median income. Moderate income households refer to those households with annual incomes between 80 percent and 120 percent of the County median income. Finally, upper income households refer to those households with annual incomes of 120 percent or greater of the County median income.

Section 3: Housing Element (continued)

TABLE 3-3 QUANTIFIED OBJECTIVES (1989-1994)					
City Housing Program	Number of Households Assisted by Income Category				
	Very Low	Low	Moderate	High	Total
Housing Improvement					
Code Enforcement					n.q.
Housing Rehabilitation*	50	50	50		150
Rental Rehabilitation*	25	25			50
Redevelopment/NHS of La Habra*	40	40	20		100
Land Use Plans					n.q.
Public Services (library, school, parks, drainage, water, police, etc.)					n.q.
Non-conforming uses					n.q.
Substandard Units	n.q.	n.q.			n.q.
Design Review					n.q.
Hillside standards				n.q.	n.q.
Housing Production					
Adequate Sites in Land Use Plan (land consolidation, larger lots, underutilized lots)	394		362	444	1,200
Variety of Housing Types					
Second Units	15				n.q.
Manufactured Housing Standards	5				15
Streamline Permit Process					5
Local Groups					n.q.
Redevelopment Set-aside	10				n.q.
Energy Conservation					10
					n.c.
Housing Assistance					
Section 8*	103	103			206
Affordable Housing Units					
Heritage Park	169				169
Whittier Lutheran Tower	155				155
Whittier Springs	13				13
Stephens Whittier		8	6		14
Section 202 (William Penn)	74				74
CDBG land cost write-down					n.q.
Support Services (special needs)					n.q.
First-time Homebuyer Program			2		2

Section 3: Housing Element (continued)

TABLE 3-3 QUANTIFIED OBJECTIVES (1989-1994) (continued)					
City Housing Program	Number of Households Assisted by Income Category				
	Very Low	Low	Moderate	High	Total
Fair Housing Council*	200	200	100		500
Handicap Access Requirements					n.c.
Social Service Agencies	800**				800
Homeless Services (Rio Hondo Home)	100				100
Expedite Special Housing					
Density Bonus	n.c.	n.c.			n.c.
	n.q.	n.q.			n.q.
Total	2,579		540	444	3,563
* - breakdown by income category estimated only. ** - minimum number plus ability to serve for other agencies n.q. - not quantifiable n.c. - for new construction					

Relationship to Land Use Policy

The Housing Program is largely dependent on the amount of land designated for residential development and other areas where residential uses are permitted. The Land Use Plan included in the Land Use Element includes five residential land use designations covering a total of 4,575.65 acres (refer to Table 3-4). The Urban Design District Overlay and Specific Plan designations also allow residential development. Table 3-4 estimates the development and population possible under the Land Use Plan. The *theoretical* development potential is determined by multiplying the maximum number of units permitted under a particular land use designation (which is expressed in units per acre) by the total land area included in each land use designation.

Section 3: Housing Element (continued)

TABLE 3-4
LAND USE PLAN POPULATION CAPACITY

Land Use Designation	Acres	Density	Theoretical Buildout Capacity	
			No. of Units	Population ^a
Hillside Residential	314.27	2 du/ac	628	1,696
Low Density Residential	3,785.87	7 du/ac	22,715	61,331
Medium Density Residential	225.27	15 du/ac	3,379	9,123
Medium High Density Residential	65.90	25 du/ac	1,648	4,450
High Density Residential	184.34	35 du/ac	6,452	17,420
Urban Design District	(296.74) ^b	25 du/ac	742	2,003
TOTAL	4,575.65		35,564	96,023
^a Assumes 2.7 persons per household				
^b Assumes 10 percent of Urban Design District is developed as residential at 25 du/ac				
Source: David Evans and Associates, Inc. 1991.				

Housing Improvement Program

The programs included in the City of Whittier's Housing Element concentrate on housing maintenance and improvement, as well as new development. The programs address issues related to housing affordability, condition, quantity, and accessibility. The City of Whittier will pursue State and Federal funding to encourage housing development, use its regulatory powers to encourage the continued maintenance of housing, and continue programs designed to improve existing units.

The 5-year housing improvement program is outlined in Table 3-5. This program will be implemented during the period 1989 to 1994. The housing improvement program focuses efforts in the following five categories:

- Code enforcement.
- Rehabilitation of the existing housing stock.
- Preservation of older, single-family homes (particularly those with historic merit).
- Provision of neighborhood public services and facilities.

Section 3: Housing Element (continued)

**TABLE 3-5
 FIVE-YEAR HOUSING IMPROVEMENT PROGRAM**

Action/Description	Status	Agencies/ Officials Responsible	1984-1989 Accomplishments	Schedule
Code Enforcement				
Code enforcement in response to public complaints Improving/maintaining the aesthetic value and character of Whittier's older areas. Resolution of complaints/violations regarding zoning regulations, public parkway, and street encroachments and public nuisances.	Ongoing through code enforcement officer	Community Development Department; Building Rehabilitation	Responded to and observed 14,401 cases.	Continue program 1989-94
Existing Housing				
Home rehabilitation loan program: 1. Below market interest rate loans to homeowners & renters. 2. Deferred payment loans to elderly and/or low income property owners. 3. Exterior improvement grants (up to \$300).	Ongoing, financed through CDBG	Community Development Department; Housing Rehabilitation Department	175 loans and grants \$1.8 million = total loan value. \$0.6 million = total subsidy value \$.03 million = total grants.	Ongoing program in 10th year of implementation
Rental Rehabilitation				
Grants, low interest and deferred interest \$5,000/1 unit; \$6,500/2 units; \$7,500/3 units. Provide Section 8 vouchers for eligible tenants.	Funding from HUD allocation	Home Rehabilitation Department; administration of vouchers by L.A. County Housing Authority	10 units/year at average \$6,000/ unit	Ongoing program is in second year of implementation

Section 3: Housing Element (continued)

**TABLE 3-5
 FIVE-YEAR HOUSING IMPROVEMENT PROGRAM (continued)**

Action/Description	Status	Agencies/ Officials Responsible	1984-1989 Accomplishments	Schedule
Redevelopment of Existing Neighborhoods				
<p>1. Whittier Boulevard redevelopment project area.</p> <p>The number of dwelling units in project area not to exceed approximately 1,000.</p> <p>"Agency is authorized to conduct program of assistance to encourage owners of property within area to upgrade and maintain property consistent with plan and such standards as may be developed for area".</p> <p>"Wherever dwelling units housing persons of low or moderate income are removed an equal number of replacement dwelling units at affordable rents will be rehabilitated, developed or constructed within the project area and/or the City".</p>	Plan Adopted August 1978	Redevelopment Agency		Ongoing project area plan in 3rd year of implementation.
<p>2. Whittier Park Neighborhood, 9-unit townhome development.</p> <p>3. Greenleaf Avenue/Uptown Whittier redevelopment project area.</p> <p>Project area plans provide for R-3 medium density multiple-family housing.</p> <p>Agency is authorized to rehabilitate or cause to be rehabilitated any building or structure in project area.</p>	Preparing development agreements.	NHS of La Habra/Redevelopment Agency	N/A	Break ground for project by 12/92.
Preservation of Older Single-Family Neighborhoods				
<p>Land Use Element/Zoning Consistency study to resolve inconsistencies between land use element and zoning ordinance.</p> <p>Study provides basis to determine if older single-family areas now zoned for high density should be reclassified to reflect current land use patterns.</p>	In process, completion in early 1989.	City of Whittier Planning Department	N/A	1989-1990

Section 3: Housing Element (continued)

TABLE 3-5 FIVE-YEAR HOUSING IMPROVEMENT PROGRAM (continued)				
Action/Description	Status	Agencies/ Officials Responsible	1984-1989 Accomplishments	Schedule
Provision of Neighborhood Public Services and Facilities				
<p>Public improvements CDBG program.</p> <p>Public improvement needs (e.g., street widening, removal of architectural barriers and curb, gutters, sidewalk repairs) have been and will continue to be addressed through the CDBG program.</p> <p>Priorities are public improvements that improve the safety of elderly and handicapped persons.</p>	Implemented	Department of Public Services; Engineering Department; Community Development Department		Ongoing, implementation as needed

The specific activities and/or resources which will be used to meet the housing improvement needs are listed below:

- Code Enforcement and Environmental Quality Control Community Development Program.
- Rehabilitation Loan Program, including loans and grants.
- Implementation of the Earthquake Recovery Redevelopment Project, as well as the Whittier Boulevard Redevelopment Project and the Greenleaf-Uptown Whittier Project.
- Completion and implementation of the Land Use Element and zoning ordinance revision.
- Financing of neighborhood public services and facilities through the General Fund and Redevelopment Program.

Housing Production Program

Current data indicates a need to assist low and very low income households with housing programs. It is unlikely that the private sector can build affordable housing for all households in need. The City alone cannot provide the subsidies required to provide housing for the households within these income categories. However, the City of Whittier can assist, to the extent possible, in providing incentives which encourage the production of housing to meet the needs of this element of the community.

Section 3: Housing Element (continued)

The City of Whittier will conduct several programs to encourage and promote housing production during the course of the 5-year period of the Housing Element. Housing production is more difficult than housing improvement because there is little available land for development and the market constraints of financing and interest compound the difficulties. However, the City will make a good faith effort to produce new housing using a program which consists of the following three broad categories:

- Identification of adequate housing sites.
- Provision of a variety of housing types.
- Enactment of land use controls.

The specific programs by which these three major categories will be addressed are as follows:

- Implementation of the revised Land Use Element of the General Plan.
- Review and revision of single-family/manufactured housing design standards.
- Density bonuses.
- Enactment of land use measures to encourage energy conservation.

Table 3-6 shows the details of implementation.

TABLE 3-6 FIVE-YEAR HOUSING PRODUCTION PROGRAM			
Action/Description	Status/Funding/Agencies/ Officials Responsible	1984-1989 Accomplishments	Projected Schedule
Identification of Adequate Housing Sites			
Implementation of the land use element of the general plan Land use/zoning consistency study will ensure development consistent with the ability of infrastructure to accommodate it.	Revision of Land Use Element underway/Planning Department	N/A	Implementation 1989-90
Provision for Variety of Housing Types			
Implementation of the land use element of the general plan. Hillside: planned residential clusters of single-family.	Land use element revision in process/Planning Department	N/A	1989-91

Section 3: Housing Element (continued)

TABLE 3-6 FIVE-YEAR HOUSING PRODUCTION PROGRAM (continued)			
Action/Description	Status/Funding/Agencies/ Officials Responsible	1984-1989 Accomplishments	Projected Schedule
Enactment of Land Use Controls			
Large lot standards-Ordinance allows second unit on large lot.	Ordinance adopted 2/10/84/ Planning Department	Thus far 10 units have been constructed.	Ongoing
Single-family/manufactured housing design standards.	Ordinance adopted 1/24/81/ Planning Department	No applicants to date.	Ongoing
Ordinance adopted which creates basic design standards for single-family detached housing.			
Density Bonuses			
Compliance with state law (AB 1151) will be done on case-by-case basis, as developers bring projects to City.	Ongoing/Planning Department	One request, no units approved.	Continuing

Housing Assistance Program

The City of Whittier recognizes the need to provide assistance to lower income households. The Federal standard is that a household is overpaying for housing if it is paying more than 30 percent of its income. However, the high cost of housing, which continues to escalate, make it impossible for many households to find safe, sanitary, and decent housing at levels that are within their income ranges. If affordable housing cannot be readily produced, then various subsidies are needed to allow residents to occupy the housing which is available.

The 5-year housing assistance program is outlined in Table 3-7. The program was designed considering such parameters as the mandates of Federal and State housing legislation; the goals, policies, and objectives of the City of Whittier; and the programs and activities currently underway to assist with housing costs. The two primary categories of the housing assistance program include: (1) housing assistance in existing units; and (2) housing assistance in new construction. The specific program activities include the following:

- Provision of housing assistance in existing standard housing through the Section 8 housing assistance payments program and the housing voucher program.
- Development of new housing under the provisions of available Federal subsidy programs, (i.e., Section 202; Section 8, New Construction; tax credits, etc.).

Section 3: Housing Element (continued)

- Provision of new housing for the elderly and handicapped through the Section 202 program.
- Establishment of a land cost write-down fund using the Community Development Block Grant program as a funding source (\$66,000 for use in a revolving loan account) be adopted.
- Assistance to public and non-profit agencies which provide support services to special needs populations (the homeless, the elderly, single-parent households, etc.).
- Establishment of an "affordable housing fund" through the redevelopment planning process (currently approximately \$30,000 in the fund, however, increases are expected from the 20 percent low/mod set-aside funds).

The programs outlined above may require redirection as changes occur in the community, or in market conditions, or new legislation is passed. It may also be necessary to revise or delete activities because they are no longer appropriate nor effective or additional resources might become available which dictate a changed approach. In adopting the housing programs, it is not the intent of either the City Council nor the Planning Commission to foreclose any future opportunities advantageous to the community.

There are a number of private non-profit programs and agencies that could assist in the development of affordable housing in the City. For example, the City is working with private organizations to provide subsidized rental units, senior housing, housing rehabilitation, and assistance to the homeless.

**TABLE 3-7
FIVE-YEAR HOUSING ASSISTANCE PROGRAM**

Actions/Description	Status	Agencies/ Officials Responsible	1984-1989 Accomplishments/Schedule
Housing Assistance in Existing Housing			
Provision of housing assistance in existing standard housing through Section 8 housing assistance program or housing vouchers.	Ongoing, but federal funding reduced.	Housing Authority of the County of Los Angeles; City of Whittier	206 households receiving assistance/continuing

Section 3: Housing Element (continued)

TABLE 3-7
 FIVE-YEAR HOUSING ASSISTANCE PROGRAM (continued)

Actions/Description	Status	Agencies/ Officials Responsible	1984-1989 Accomplishments/Schedule
Housing Assistance in New Housing			
Development of new seniors housing under the provisions of the Section 202 program.	Federal funding reduced.	Lutheran Towers of the West;	Completion of 155 senior units/continuing
Establishment of a "seniors housing fund" through Redevelopment Agency tax increment.	\$500,000 in redevelopment funds have been set aside.	Community Development Department	First project, William Penn Manor-completed/continuing
Development of new senior housing through Section 235 increment.	Program to be included in City's CDBG/HAP if funds are available.	Community Development Department	No funding currently available/ongoing-as funds are available
Development of new senior housing through bond financing.	Program in place under construction.	Corporate fund for housing/Calmark Development Corp.	169 units of senior housing/ongoing
Establishment of an affordable housing fund through the redevelopment process	Estimated \$30,000± available to promote development of housing for low and moderate income families.	City of Whittier Redevelopment Agency	N/A/ongoing
First-time homebuyers subsidy fund.	Requested \$150,000 for rehabilitation of substandard units and resale to low/mod households.	Community Development Department	N/A - new program/1989-90 start 2-5 units over 5 years

Equal Opportunity

Households with special needs can be provided with appropriate housing through programs which encourage a diversity in housing types and provide support to projects that incorporate design features for special needs households. The City of Whittier advocates equal access to housing for all individuals. Programs which will help address this need are:

- Use of Fair Housing Council
- Enforcement of handicap access requirements
- Support for social service agencies
- Coordination of homeless services
- Support for Rio Hondo Temporary Home

Section 3: Housing Element (continued)

- Expedition of permit process for special housing projects

Table 3-8 summarizes these programs:

TABLE 3-8 FIVE-YEAR EQUAL OPPORTUNITY PROGRAM				
Actions/Description	Status/Funding	Agencies/Officials Responsible	1984-89 Accomplishment	Schedule
Fair Housing Council				
City Contracts with San Gabriel Valley Fair Housing Council for Services	Ongoing Program	Community Services Department Community Development Department		Continuing
Handicap Access				
Enforce State laws for handicap accessibility to existing and new structures	New laws need to be incorporated in City's review process	Planning Department Building & Safety Department		Continuing
Social Service Agencies				
Assist public & non-profit agencies serving homeless, elderly, single-parent households, etc.	Ongoing with CDBG & Redevelopment funds	Community Services Department		Continuing
Homeless Services				
Study on homeless services identified need for greater coordination between agencies	Community Services is keeping track of available services in City and surrounding area	Community Development Agency		Ongoing
Rio Hondo Temporary Home				
City provided redevelopment money to support Rio Hondo Home for the homeless	Rio Hondo Home requires annual subsidy to continue operations	Redevelopment Agency		Ongoing
Permit Process				
Expedite permits for low income & senior citizen housing projects	During Review Process	Planning Department		1992
Density Bonus				
Provide density bonus for low income & elderly housing projects	Through review process	Planning Department		1992

SECTION 4: TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the City's transportation system in a manner that is compatible with the development envisioned under the Land Use Element. A well-planned transportation system is important to the City's economic and social well-being, and the State of California has mandated the adoption of a citywide Transportation Element, since 1955. To help meet future transportation demands and achieve balanced growth, the Transportation Element includes specific goals and policies which serve as the basis for the City's Master Plan for Streets and Highways and its implementation measures.

The purpose of the Transportation Element is to provide a safe, effective, and efficient transportation system for the City. The current State mandate for a Transportation Element states that the General Plan shall include:

"...a transportation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

The "General Plan Guidelines" (*Section 65302 of the California Government Code*), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the Transportation Element should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and,
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

A requirement of this General Plan is that all of the elements must be internally consistent. For instance, the Transportation Element must portray the roadway system needed to serve traffic generated by the land uses permitted in the Land Use Element. The Transportation Element is also associated with the Noise and Air Quality Elements since traffic forecasts are used, in conjunction with other data, to determine noise contours and air quality impacts of the General Plan land uses.

The Transportation Element is also related to the Public Safety Element and the Environmental Resource Management Element. The Safety Element addresses evacuation routes and minimum road widths to accommodate City residents in the event of a catastrophe, and the Environmental

Section 4: Transportation Element (continued)

Resource Management Element indicates the location and extent of bikeways, scenic highways and multi-use recreation trails.

To meet the City's transportation objectives, the Transportation Element addresses the improvements needed to provide adequate capacity for future land uses and development. The Element also addresses potential demand management strategies and mass transit services. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the needs of the City of Whittier. The Transportation Plan establishes a hierarchy of transportation routes with specific development standards described for each category of roadway.

This Transportation Element is comprised of several sections which address the major components of the circulation system. Each section contains summary information on the existing and future conditions of the system, relevant plans and programs which influence circulation in Whittier, and the goal and policy statements corresponding to each component. The *City of Whittier, General Plan Traffic Analysis*, and the Transportation Element Background Report provide background information and act as supporting documents for the Element.

While many of the transportation issues in Whittier are similar to those in other Southern California urbanized areas, the City also has specific issues and opportunities which are unique. The following summarizes the key issues and opportunities that were used as the basis for formulating Transportation Element goals and policies.

- **Transportation System** - The need for adequate capacity to serve future demands.
- **Internal Circulation** - The need for a safe, efficient roadway system, with minimum impact on residential neighborhoods.
- **Public Transportation** - The need for maximum use of alternative modes of transportation, with a special emphasis placed on public transportation.
- **Multi-Use Paths** - The need for multi-use trails as a recreational amenity and as an alternate mode of transportation.
- **Pedestrian Safety** - The need for pedestrian amenities in the form of sidewalks and walkways.
- **Street Extensions** - The need for a balance between impacts and benefits in roadway improvement projects.

Many roadways are constrained by the fact that they pass through residential areas that would be impacted by widening and increases in traffic. At the same time, there are opportunities for improving circulation on key roadways such as Whittier Boulevard. A number of these roadways

Section 4: Transportation Element (continued)

could be improved to provide additional capacity and to become an effective component of the circulation system.

In formulating the proposed roadway component of the Transportation Element, the type of land uses adjacent to individual roadways have been considered. For example, high traffic volumes along streets in residential areas can be considered detrimental, but high volumes on commercial streets are often an asset, since such activity promotes the commercial viability of the adjacent businesses. These opportunities, which exist on roadways such as Whittier Boulevard, have been a major consideration in proposing changes or improvements to the City's roadway system.

TRANSPORTATION GOALS & POLICIES

The following goals and policies have been developed to correspond to major transportation issues in Whittier. These issues include the transportation system, internal circulation, public transportation, multi-use paths, and pedestrian safety. The goals and policies are intended to address the City's concerns regarding these issues. Programs to implement these policies are outlined later in the Element.

Issue: Transportation System

The City of Whittier has a developed transportation system consisting of roadways, public transportation, bikeways, and nearby freeways. Future growth and development in the area is expected to increase traffic congestion at major intersections and during peak travel periods. Improvements to the transportation system will help facilitate the efficient movement of persons and goods in the City.

Goal 1 Provide a comprehensive transportation system for the movement of persons and goods with maximum efficiency and convenience, and with a minimum of danger, delay, and cost.

Policy 1.1 Eliminate or reduce congestion at critical locations within the City.

Policy 1.2 Emphasize traffic solutions that are both innovative and creative, without involving road widening projects if possible.

Issue: Internal Circulation

Circulation patterns in Whittier are defined by vehicle trips made to and from residences, businesses, and other land uses in the City, along with through traffic. By regulating circulation patterns, traffic impacts can be minimized.

Goal 2 Provide a public road system which will move private automobiles within the City safely, efficiently, and with minimum impact on residential neighborhoods.

Section 4: Transportation Element (continued)

- Policy 2.1 Encourage the routing of through traffic to designated arterial streets and discourage through traffic in residential neighborhoods by employment of traffic engineering practices that are sensitive to adjacent land uses.
- Policy 2.2 Designate through truck routes for the use of commercial and industrial traffic.
- Policy 2.3 Provide adequate, clean, safe, and accessible off-street parking areas throughout the City.
- Policy 2.4 Review current on-street parking requirements to ensure they are sensitive to safety, air quality planning, and other issues.
- Policy 2.5 Establish right-of-way easements for future street widening, only where absolutely required, to improve traffic flow and to support existing and future land uses, keeping in mind other policies that focus on non-engineering solutions.
- Policy 2.6 Develop alternatives to the widening of roads, and the construction of new roads that would bring more traffic through residential neighborhoods or open space areas.
- Policy 2.7 Investigate methods to reduce traffic speed and volume on residential streets.
- Policy 2.8 The Uptown Specific Plan will continue to be implemented, as it relates to circulation and parking in the Uptown area.

Issue: Alternative Modes of Transit

Providing alternative modes of transit and better jobs/housing balance in the area will discourage automobile use and the associated traffic congestion, air pollution, and fuel consumption. The City of Whittier supports the use and continued development of public transportation systems as an alternative to automobile use.

- Goal 3 Encourage the development of a comprehensive public transportation system and alternative modes of transit.
 - Policy 3.1 Encourage the utilization of Dial-a-Ride, light rail transit, carpools, Whittier Transit, RTD buses, park-and-ride, and other mass transit systems through publicity programs and cost subsidies.

Section 4: Transportation Element (continued)

- Policy 3.2 Promote the use of alternative forms of transportation (other than single passenger cars) to reduce congestion, traffic, noise, and air quality impacts.
- Policy 3.3 Promote the use of carpools, whenever possible.
- Policy 3.4 Provide pollution-free and congestion-reducing bicycle, jogging, walking, handicapped-accessible pathways, and lanes which link major destination centers within the City. (Link homes, stores, parks, schools in a network).
- Policy 3.5 Promote bicycle use by establishing secure and adequate areas for the parking and storage of bicycles, showers, lockers, and other facilities.
- Policy 3.6 Encourage and support the development of a rail transit system through the City which may utilize existing railroad rights-of-way and the Whittier Depot as a transportation center.
- Policy 3.7 Continue the local bus system to provide rapid, convenient transportation within the City and connections with the regional bus system.
- Policy 3.8 Work towards the conversion of the City's vehicle fleet to flexible-fuel vehicles or lower-emission transit alternatives.

Issue: Multi-Use Paths

In order to promote alternatives to vehicle use, the City of Whittier is encouraging the development of multi-use paths with this Transportation Element. These will provide residents with convenient opportunities for walking, biking, hiking, and other forms of personal travel.

Goal 4 Encourage the creation of a multi-use trails network in the City.

- Policy 4.1 Pursue the acquisition of linear park space along existing railroad rights-of-way for use as bicycle paths, walking paths, and equestrian trails.
- Policy 4.2 Designate bicycle lanes along major traffic arteries or nearby streets parallel to them, and establish bike paths on residential streets connecting major activity centers such as parks, colleges, Uptown Village, the Quad, Whittwood Mall, the new YMCA, etc.
- Policy 4.3 Encourage the development of multi-use trails to connect existing and future parks and open space and utilize parks and other open spaces for bicycle paths and trails, whenever possible.

Section 4: Transportation Element (continued)

- Policy 4.4 Encourage businesses to install facilities such as bicycle lockers, bicycle racks, showers, and changing areas for people using other forms of transportation to make home-to-work commutes.
- Policy 4.5 Prioritize bike lane construction on a few north-south and east-west routes to serve as major bikeway corridors.
- Policy 4.6 Provide adequate facilities for use by pedestrians, the handicapped, bicycles, horses, and other forms of personal transportation.
- Policy 4.7 Establish guidelines for the use of skateboards, roller skates, and other personal transportation to avoid danger or conflict with other forms of transportation.
- Policy 4.8 Work towards the creative recycling of railroad easements.

Issue: Pedestrian Safety

While vehicle use is the dominant form of transportation, the City recognizes that pedestrian safety should be given major consideration in planning the City's circulation system.

Goal 5 Establish a comprehensive system of sidewalks and pedestrian walkways.

- Policy 5.1 Provide pedestrian safety via sidewalks and crosswalks on a priority basis throughout the City. Top priority should be given to highly-travelled streets near schools, parks, and shopping centers.
- Policy 5.2 Complete gaps in the sidewalk system, with priority to those leading to parks and schools.
- Policy 5.3 Plant street trees and develop rest areas to serve pedestrians.
- Policy 5.4 Expand the existing system of sidewalks in the City, particularly near schools.

Issue: Street Extensions

New roadways, street extensions, and widening projects may lead to unintended effects on the natural or urban environment. In order to prevent adverse impacts, the benefits of roadway projects should be balanced with the consequences of new or expanded roadways.

Section 4: Transportation Element (continued)

Goal 6 Consider environmental and socio-economic impacts, along with the circulation benefits, of street extensions and widening projects.

Policy 6.1 Any future extension of roadways should be sensitive to existing wildlife and their habitats.

Policy 6.2 Road widening and extension projects shall be evaluated for the disturbance to existing developments, the potential loss of affordable housing and the displacement of residents, and the economic impacts on abutting businesses and land uses.

Policy 6.3 The City will evaluate potential traffic impacts (congestion, level of service, etc.) which will occur in the absence of roadway improvements (roadway extensions, widening, etc.).

IMPLEMENTATION PROGRAMS

The Transportation Land Use Goals and Policies will be implemented through a variety of programs and measures. The implementation measures for each policy are listed in Table 4-1 and are discussed in Section 10.

TABLE 4-1 TRANSPORTATION IMPLEMENTATION		
Goal	Policy	Implementation Measure
1. Provide a comprehensive transportation system.	1.1 Eliminate or remove congestion at critical locations.	Levels of Service Traffic Improvements Street maintenance. Signal controls analysis Parking regulations
	1.2 Emphasize creative traffic solutions.	Road widening alternative Vehicle trip reductions
2. Provide a safe and efficient road system.	2.1 Encourage through traffic to use non-residential streets.	Traffic Improvements
	2.2 Designate through-truck routes.	Through-Truck Routes
	2.3 Provide off-street parking.	Proposed parking designs Uptown parking Parking Standards Review

Section 4: Transportation Element (continued)

TABLE 4-1
TRANSPORTATION IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
2. Provide a safe and efficient road system. (continued)	2.4 Review current on-street parking requirements.	On-street parking regulations
	2.5 Establish right-of-way easements where required.	Master Plan of Streets & Highways
	2.6 Encourage alternatives to road widening.	Road widening alternatives
	2.7 Investigate reducing traffic speed and volume on residential streets.	Traffic Safety Programs Signal controls analysis
	2.8 Implement Uptown Specific Plan.	Specific Plan Consistency Program
3. Encourage a comprehensive public transportation system and alternative modes of transit.	3.1 Encourage usage of existing programs.	Public Transit Programs
	3.2 Promote alternate forms of transportation.	Transportation Demand Management
	3.3 Promote carpools.	Carpool programs
	3.4 Provide pedestrian and bicycle paths and lanes that link major city centers.	Pedestrian and bicycle routes
	3.5 Promote bicycle use.	Identify areas lacking bicycle racks
	3.6 Encourage and support the development of rail transit system through the City.	Coordinate with LACTC & SCRTD Transportation Center Southern Pacific Railroad Depot Conversion of Railroad Right-of-Way
	3.7 Continue a local bus system.	Public Transit Program
	3.8 Use flexible fuel vehicles.	City Vehicles and Equipment

Section 4: Transportation Element (continued)

TABLE 4-1
TRANSPORTATION IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
4. Encourage multi-use trails.	4.1 Pursue acquiring linear park space.	Conversion of railroad right-of-way.
	4.2 Designate bicycle lanes and paths.	Bikeway Plan.
	4.3 Encourage multi-use trails utilizing and linking parks and open spaces.	Bikeway Plan
	4.4 Encourage businesses to install facilities for those using alternate transportation.	Incentives for developers
	4.5. Prioritize bike lane construction.	Bikeway Plan
	4.6 Provide facilities for alternate modes of transportation.	Incentives for developers Identify areas lacking bicycle racks Facilities for alternate transportation
	4.7 Establish guidelines for the use of skateboards and other personal transportation.	Handicap Access Requirements Personal Transportation
	4.8 Work toward creative recycling of railroad easements.	Conversion of railroad right-of-way Southern Pacific Railroad Depot.

Section 4: Transportation Element (continued)

TABLE 4-1
TRANSPORTATION IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
5. Establish a comprehensive system of sidewalks and pedestrian walkways.	5.1 Provide pedestrian safety via sidewalks and crosswalks.	Sidewalk and Parkway Development and Maintenance Crosswalks Traffic Safety Programs
	5.2 Complete gaps in sidewalk system.	Sidewalk and Parkway Development and Maintenance
	5.3 Plant street trees and develop pedestrian rest areas.	Sidewalk and Parkway Development and Maintenance Facilities for Alternate Transportation
	5.4 Expand the existing sidewalk system, particularly near schools	Sidewalk and Parkway Development and Maintenance
6. Consider environmental and socio-economic impacts, along with the circulation benefits, of street extensions and widening projects.	6.1 Future extension of roadways should be sensitive to existing wildlife and their habitats.	Environmental Review Puente Hills Cooperative Planning
	6.2 Road widening and extension projects shall be evaluated for the disturbance to existing developments, loss of affordable housing and the economic impacts on abutting uses.	Environmental Review
	6.3 Evaluate traffic impacts.	Environmental Review

TRANSPORTATION PLAN

This section of the Transportation Element describes the location and extent of circulation facilities and services, and identifies general standards that apply to each. Relationships of the Plan to land use policy is then discussed, followed by implementation programs for the Element.

Roadway Designations and Standards

The roadway system in Whittier is defined using a hierarchy of roadway types which differentiate the size, function, and capacity of each roadway link. Referred to as facility- type categories, they

Section 4: Transportation Element (continued)

include five classifications ranging from *Major Arterial* with the highest capacity to *Minor* arterial, to *Secondary* arterial, to *Collector*, and *Local* street with the lowest capacity. A brief description of the optimum standards for each facility-type is provided below. Some streets may serve as a specific facility but are developed with lesser standards. This does not necessarily mean that road widening is needed, as long as the level of service is acceptable and other alternatives are available. Exhibit 4-1 includes typical cross-sections of the various categories of roadways.

Major Arterial Roadways

Major arterials are streets and highways designed to move large volumes of traffic between freeway systems, and between the freeway and the local circulation system. Intersections along major arterials are at-grade and usually signalized. Access from private property and collector streets is limited, as is on-street parking. When the major arterial is divided, median strips wide enough for left-turn pockets are provided along with extensive landscaping of the median to reduce headlight glare and to increase the overall aesthetic appearance of the street. The only major arterial in the City is Whittier Boulevard. The typical roadway right-of-way width ranges from 100 to 150 feet with a curb-to-curb width of 84 feet. Major arterials typically have up to six travel lanes and two lanes for on-street parking.

Minor Arterial Roadways

Minor arterials are designed to move traffic from major arterials to secondary streets. Intersections are usually at-grade and signalized. Median strips provide left turn pockets at major intersections. Minor arterial roadways have right-of-way widths ranging from 100 to 110 feet and curb-to-curb widths of 84 feet. This classification of roadway typically provides between four to six travel lanes and may permit on-street parking on both sides.

Secondary Streets

Secondary streets and highways are located and designed to collect and distribute traffic from major highways and other arterials to traffic destinations, such as schools, shopping centers, and employment centers. They have at-grade intersections, use traffic signals, and restrict parking where necessary. Secondary streets generally have a right-of-way width of 80 to 88 feet and a curb-to-curb width of 64 feet. They typically provide four travel lanes and may permit on-street parking.

Collector Streets

Collector streets distribute traffic from higher classified arterial streets to local access streets and to adjacent properties. Collector streets generally have right-of-way widths of between 60 to 66 feet, curb-to-curb widths of 40 feet, and provide two travel lanes.

Section 4: Transportation Element (continued)

Local Streets

Local streets are intended to be low-speed, low-volume streets that provide access to individual properties in the City. They are generally 40 feet wide from curbface to curbface with a 60-foot right-of-way. Since these streets are not intended to handle through traffic, they are often designed as loop or cul-de-sac streets to discourage traffic other than that accessing residential lots.

Circulation Plan

The desirable goal for every roadway in the Transportation Element is that it carry the existing and future volume of traffic at the desired level of service. To achieve this requirement, variation in design is expected, depending on factors such as the capacity needs and the adjacent land uses. Such variations will involve on-street parking, sidewalks versus pathways, bicycle lanes or paths, extra parkway or median landscape treatment, etc. For that reason, the facility-type descriptions offer general guidelines rather than detailed design specifications.

One of the requirements of the Transportation Element Circulation Plan is that it provide adequate capacity for the future traffic volumes generated by the land use plan. The traditional approach to providing additional capacity on an arterial system is to upgrade individual arterials to a higher facility-type by adding lanes. Typical examples would be upgrading a four-lane primary to a six-lane major, or a two-lane collector to a four-lane secondary. The implication is that additional capacity should be provided by additional through lanes along the length of the arterial.

An alternative approach to increasing the capacity of certain roadways is to designate them as candidates for *augmented capacity*. The augmented capacity concept addresses the fact that intersection capacity is generally more important than midblock lane capacity in determining how well the transportation system performs. It focuses on sections of an arterial where the link capacity is deficient and provides additional capacity without major changes to the roadway as a whole. It may not require additional right-of-way, although some widening may be necessary, particularly if additional through lanes are required. In most cases, augmented capacity involves intersection enhancement, which allows more efficient use of the existing midblock capacity.

Arterial streets, included in the Circulation Plan, are shown in Exhibit 4-1. They are classified and sized to provide sufficient capacity for projected traffic volumes. The map indicates all of the designated major arterials, secondary streets, and collector streets. Representative cross-sections for the four facility-type designations are given in Exhibit 4-2. Table 4-2 identifies major roadways in the City according to the classification system.






Intersections which are projected to require more lanes than the typical arterial cross-section are indicated as *supplemental capacity intersections*. Provision of additional lanes may require additional right-of-way beyond the standard provided within the typical arterial cross-sections.



City of Whittier



GENERAL PLAN

-  Major Arterial (6-lanes)
-  Minor Arterial (4-lanes)
-  Secondary Street - Augmented
-  Secondary Street
-  Collector Street

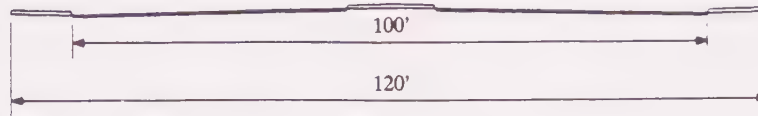


SUPPLEMENTAL-CAPACITY
INTERSECTION

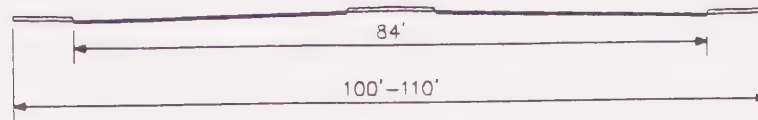
SOURCE: Austin-Foust Associates, Inc.

DEDA DAVID EVANS AND ASSOCIATES, INC.

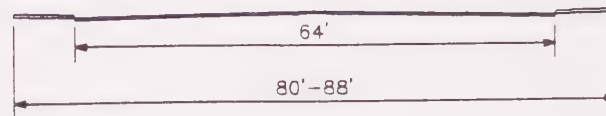
EXHIBIT 4-1 PROPOSED ARTERIAL HIGHWAY PLAN



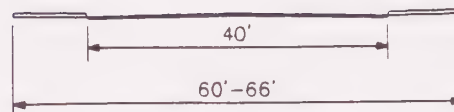
MAJOR ARTERIAL



MINOR ARTERIAL



SECONDARY STREET



COLLECTOR STREET



LOCAL STREET

NOTE: Numbers represent maximum roadway widths. SOURCE: Austin-Foust Associates, Inc.

Section 4: Transportation Element (continued)

Alternatively, these additional lanes could be accommodated by removing on-street bike lanes or by reducing parkway width. These intersections will typically require 10-15 feet of right-of-way in addition to that shown for the typical arterial cross-sections. They will be the subject of detailed engineering studies to identify the most effective type of improvements.

TABLE 4-2 ROADWAY CLASSIFICATION	
Roadway/Segment	Classification
Beverly Blvd: West of Pioneer Pioneer to Citrus Citrus to Pickering Pickering to Greenleaf East of Greenleaf	5 Lane Major 4 Lane Minor 4 Lane Secondary 2 Lane Secondary 2 Lane Local
Broadway: South of Whittier West of Whittier	4 Lane Secondary 2 lane Collector
Hadley:	4 Lane Major
Philadelphia: Whittier to Greenleaf Greenleaf to Painter East of Painter	4 Lane Secondary 2 Lane Secondary 2 Lane Local
Penn:	2 Lane Collector
Mar Vista: West of Painter East of Painter	4 Lane Secondary 2 Lane Collector
Washington: West of Whittier Blvd.	4 Lane Major
La Cuarta: East of Whittier	2 Lane Collector
Whittier Blvd.:	4 Lane Major
Lambert: Washington to Scott East of Scott	4 Lane Secondary 4 Lane Minor
Norwalk: Gold Palm	2 Lane Collector
Magnolia:	2 Lane Collector
Santa Fe Springs:	4 Lane Minor

Section 4: Transportation Element (continued)

TABLE 4-2 ROADWAY CLASSIFICATION (continued)	
Roadway/Segment	Classification
Pickering: Whittier to Beverly North of Beverly	2 Lane Secondary 2 Lane Collector
Greenleaf: South of Mar Vista North of Mar Vista	4 Lane Minor 2 Lane Secondary
Painter: South of Hadley North of Hadley	4 Lane Minor 2 Lane Secondary
Laurel:	2 Lane Secondary
College:	2 Lane Secondary
Gunn:	2 Lane Secondary
Mills:	4 Lane Secondary
Colima:	4 Lane Minor
Scott: South of Mulberry	2 Lane Secondary
Santa Gertrudes: South of Whittier Whittier to Janine North of Janine	2 Lane Secondary 2 Lane Collector 2 Lane Local
First:	4 Lane Secondary
Source: Austin-Foust Associates, 1992.	

Circulation System Improvements

The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character. As noted in the discussion on issues and opportunities, this has been a major consideration in defining a suitable highway plan.

The detailed traffic analysis carried out for the General Plan land uses indicated that serving future traffic demands will require both physical improvements and transportation demand measures.

Section 4: Transportation Element (continued)

Whittier Boulevard

This highway is the *backbone* of Whittier's transportation system. This roadway is a through-traffic route. It serves adjacent commercial and industrial development, provides a major access route to the freeway, and serves as the primary distributor to the other segments of the circulation system. The results of the traffic analysis show clearly that if this multiple role is to continue in the future, significant improvements are needed.

The recommendations in the Transportation Element include upgrading Whittier Boulevard to a six-lane major arterial with special enhancement features, *augmenting* the capacity of selected arterials, improving critical intersections, and pursuing Transportation Demand Management (TDM) programs. Each of these are discussed below.

This Element proposes that a number of improvements be carried out as part of a comprehensive Whittier Boulevard enhancement program. Rather than just spot improvements such as parking removal, restriping, and minor widening, the more comprehensive program will upgrade Whittier Boulevard visually and operationally, providing for its many and diverse functions in a manner that combines a positive visual image with efficient and effective operational characteristics. Some of the key features to be included in this enhancement program are as follows:

- Minimum of six travel lanes, with additional continuous acceleration/ deceleration lanes (auxiliary lanes), where needed, such as near the freeway or a major intersection.
- Provision of on-street parking in selected areas by means of suitable turn-outs and parking lanes that minimize conflicts between parking vehicles and moving traffic.
- Streetscape features that will provide a common community identity theme, and will enhance the visual aspects of the roadway (landscaping, street furniture and signage, etc.)

Examples of cross-sections for Whittier Boulevard are shown in Exhibit 4-3. Along many sections, right-of-way acquisition will be required. However, by acquiring adequate property in key areas, it should be possible to more than compensate for the loss by the enhanced commercial attractiveness of the street resulting from on-street parking and the other enhancement features.

Augmented Capacity

The Transportation Element also recommends that the augmented capacity designation be added to the General Plan as a qualifier which is attached to major or secondary arterial classifications. It will thereby enable the City to determine suitable improvement plans to augment the basic capacity at individual locations, recognizing that individual locations have different traffic characteristics and, therefore, need to be addressed individually. By using the augmented capacity

Section 4: Transportation Element (continued)

designation, the General Plan has a means of showing where such improvements might be needed in the future, yet it retains the necessary flexibility for determining the most effective improvements on a location-by-location basis.

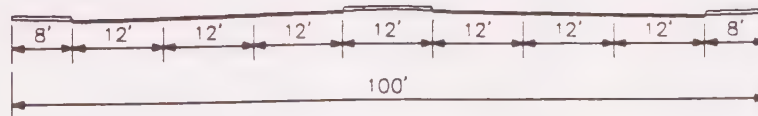
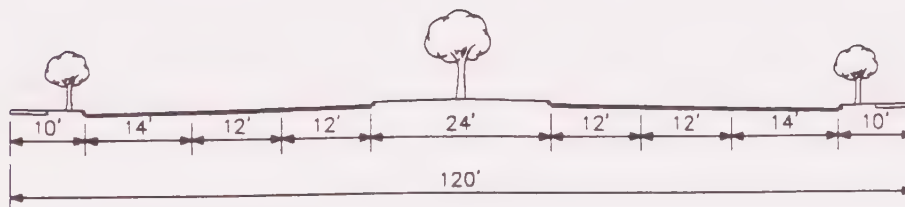
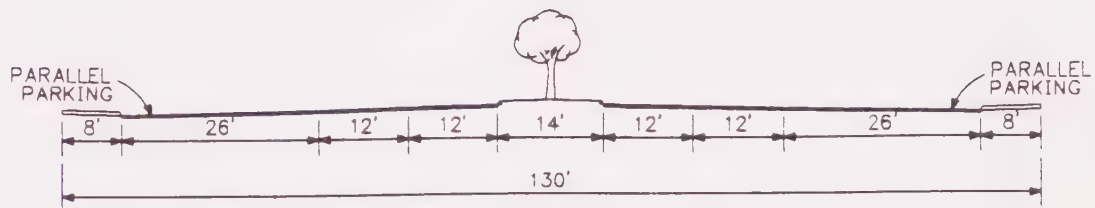
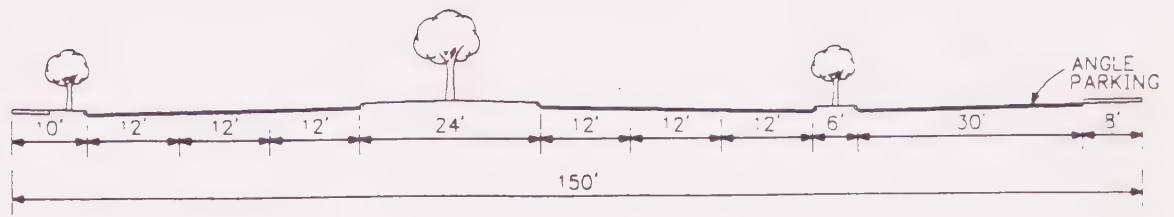
Intersection Improvements

Several locations have been designated as critical intersections, and will require improvements as future development occurs in the City. The intersection improvements described in Table 4-3 would assist in alleviating future intersection deficiencies. The improvements listed are examples of the type of upgrading needed at each location, and should be considered along with other possible capacity enhancements when actual design studies are carried out.

TABLE 4-3 INTERSECTION IMPROVEMENTS	
Intersection	Improvement
2. I-605 SB Ramps and Whittier Blvd.	Add a third eastbound through lane.
4. Norwalk Blvd and Whittier Blvd.	Add a second southbound through and a third eastbound and westbound through.
5. Whittier, Pickering, Washington and Santa Fe Springs.	Add a second lane from Pickering to Santa Fe Springs and Whittier Blvd.
7. Painter Ave and Whittier Blvd.	Add third eastbound and westbound through lane
8. Laurel Ave and Lambert Rd.	Add northbound and southbound left-turn lanes.
9. Colima Rd and Mar Vista St.	Add a southbound right-turn lane.
10. Colima Rd and Whittier Blvd.	Add a southbound right-turn lane and second eastbound and westbound left-turn lanes.
Source: Austin-Foust Associates, 1992.	

Relationship to Land Use

Future traffic volumes and highway capacity needs are directly related to future land use. The following table compares existing and buildout land use and the corresponding trip generation.



SOURCE: Austin-Foust Associates, Inc.

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City of Whittier



GENERAL PLAN

EXHIBIT 4-3 WHITTIER BLVD TYPICAL CROSS SECTIONS MAJOR ARTERIAL

Section 4: Transportation Element (continued)

TABLE 4-4 LAND USE AND TRIP GENERATION COMPARISON							
Land Use Category	Unit	Existing		Buildout		Difference	
		Amount	ADT	Amount	ADT	Amount	ADT
Residential	DU	36,437	329,239	40,936	363,095	4,499	33,856
Commercial	TSF	3,292	150,770	4,453	192,487	1,161	41,717
Office/Industrial	TSF	7,704	73,164	12,325	104,045	4,621	30,881
Other	---	2,894	38,483	3,061	52,986	167	14,503
Total			591,656		712,613		120,957
ADT = Average Daily Traffic Source: Austin-Foust Associates, Inc. 1992.							

Existing daily trip generation for the entire City is around 592,000 vehicle trips per day. Approximately 56 percent of this (329,200 ADT) is attributed to residential uses, with the remaining 44 percent generated primarily by non-residential uses. For the buildout of the proposed General Plan land uses, the comparative total ADT trip generation is 713,000 average daily trips, an increase of 20 percent. This reflects an increase of 12 percent in residential trip generation, and a 33 percent increase in non-residential trip generation.

Table 4-5 lists the future traffic volumes and volume-to-capacity (V/C) ratios of the streets within the Circulation Plan, and Exhibit 4-4 shows traffic volumes at buildout. Table 4-6 summarizes the buildout peak hour Intersection Capacity Utilization (ICU) values for future conditions when the improvements discussed above are included. Exhibit 4-4 shows traffic volumes at buildout. With the exception of Mar Vista Street, the ADT volumes are generally at level of service "D" or better (maximum V/C = .90). The critical intersection improvements listed above reduce the ICU of each location, but not always to Level of Service (LOS) "D". Either additional improvements or an effective citywide TDM program will be needed to achieve the performance criteria goals at those remaining locations.

TABLE 4-5 BUILDOUT ADT VOLUME/CAPACITY RATIOS					
Location	Lanes/ Type	Capacity	Post-2010		V/C
			ADT		
1. Beverly Blvd w/o Pioneer	5M	50000	43000		.86
2. Beverly Blvd w/o Norwalk	4M	40000	32000		.80
3. Beverly Blvd w/o Magnolia	4M	40000	33000		.83
4. Beverly Blvd w/o Citrus	4M	40000	28000		.70
5. Beverly Blvd w/o Pickering	4S	40000	28000		.70
6. Beverly Blvd w/o Greenleaf	2S	20000	17000		.85
7. Beverly Blvd w/o Painter	2S	20000	12000		.60
8. Beverly Blvd e/o Painter	2L	10000	1000		.10

Section 4: Transportation Element (continued)

Location	Lanes/ Type	Capacity	Post-2010 ADT	V/C
10. Broadway s/o Whittier	4S	30000	8000	.27
11. Broadway w/o Magnolia	2C	15000	8000	.53
12. Broadway w/o Citrus	2C	15000	6000	.40
13. Broadway w/o Greenleaf	2C	15000	2000	.13
14. Broadway w/o Painter	2C	15000	1000	.07
16. Hadley w/o Whittier	4M	30000	8000	.27
17. Hadley w/o Magnolia	4M	30000	13000	.43
18. Hadley w/o Citrus	4M	30000	14000	.47
19. Hadley w/o Pickering	4M	30000	16000	.53
20. Hadley w/o Greenleaf	4M	30000	14000	.47
21. Hadley w/o Painter	4M	30000	12000	.40
22. Hadley e/o Painter	4M	30000	7000	.23
23. Philadelphia e/o Whittier	4S	30000	10000	.33
24. Philadelphia e/o Pickering	2S	15000	8000	.53
25. Philadelphia e/o Greenleaf	2S	15000	6000	.40
26. Philadelphia e/o Painter	2L	10000	3000	.30
27. Penn e/o Whittier	2C	15000	4000	.27
28. Penn w/o Painter	2C	15000	5000	.33
29. Mar Vista e/o Whittier	4S	30000	7000	.23
30. Mar Vista e/o Pickering	4S	30000	14000	.47
31. Mar Vista e/o Greenleaf	4S	30000	16000	.53
32. Mar Vista e/o Painter	2C	15000	21000	1.40
33. Mar Vista e/o College	2C	15000	20000	1.33
126. Mar Vista e/o California	2C	15000	18000	1.20
34. Mar Vista e/o Catalina	2C	15000	20000	1.33
35. Mar Vista e/o Colima	2C	15000	6000	.40
36. Mar Vista e/o Villa Verde	2C	15000	2000	.13
38. Washington w/o Whittier	4M	40000	26000	.65
39. La Cuarta e/o Whittier	2C	15000	2000	.13
128. La Cuarta w/o Painter	2C	15000	6000	.40
127. La Cuarta e/o Painter	2C	15000	7000	.47
40. La Cuarta e/o College	2C	15000	7000	.47
41. La Cuarta e/o Catalina	2C	15000	6000	.40
42. La Cuarta e/o La Entrada	2C	15000	3000	.20
43. Whittier w/o 605 Fwy	4MM	40000	41000	1.03
44. Whittier e/o 605 Fwy	4MM	40000	49000	1.23
45. Whittier e/o Norwalk	4MM	40000	45000	1.13
46. Whittier e/o Five Points	4MM	40000	48000	1.20
47. Whittier e/o Painter	4MM	40000	51000	1.28
129. Whittier e/o Mills	4MM	40000	53000	1.33
123. Whittier e/o Colima	4MM	40000	55000	1.38
130. Whittier e/o Santa Gertrude	4MM	40000	38000	.95
48. Whittier w/o Valley Home	4MM	40000	35000	.88
49. Whittier e/o Valley Home	4MM	40000	35000	.88

Section 4: Transportation Element (continued)

Location	Lanes/ Type	Capacity	Post-2010	
			ADT	V/C
50. Lambert e/o Washington	4S	30000	23000	.77
51. Lambert e/o Santa Fe	4S	30000	28000	.93
52. Lambert e/o Greenleaf	4S	30000	29000	.97
53. Lambert e/o Painter	4S	30000	32000	1.07
54. Lambert e/o Laurel	4S	30000	32000	1.07
55. Lambert e/o Calmada	4S	30000	32000	1.07
56. Lambert e/o Gunn	4S	30000	29000	.97
57. Lambert e/o Mills	4S	30000	33000	1.10
58. Lambert e/o Colima	4S	30000	23000	.77
59. Lambert e/o Scott	4M	40000	31000	.78
124. Lambert e/o Santa Gert	4M	40000	28000	.70
125. Lambert e/o First	4M	40000	26000	.65
60. Norwalk s/o Whittier	4M	40000	19000	.48
61. Norwalk n/o Whittier	4M	40000	16000	.40
62. Norwalk s/o Beverly Blvd	4M	40000	19000	.48
63. Palm n/o Whittier	2C	15000	1000	.07
64. Palm s/o Beverly Blvd	2C	15000	2000	.13
66. Magnolia n/o Hadley	2C	15000	10000	.67
67. Magnolia n/o Broadway	2C	15000	9000	.60
68. Magnolia n/o Beverly Blvd	2C	10000	2000	.20
69. Santa Fe n/o Mulberry	4M	40000	16000	.40
70. Santa Fe n/o Lambert	4M	40000	17000	.43
71. Pickering n/o Whittier	2S	15000	13000	.87
72. Pickering n/o Mar Vista	2S	15000	14000	.93
73. Pickering n/o Penn	2S	15000	16000	1.07
74. Pickering n/o Philadelphia	2S	15000	14000	.93
75. Pickering n/o Hadley	2S	15000	16000	1.07
76. Pickering n/o Broadway	2S	15000	15000	1.00
77. Pickering n/o Beverly Blvd	2C	15000	1000	.07
78. Greenleaf s/o Mulberry	4S	30000	13000	.43
79. Greenleaf n/o Mulberry	4S	30000	12000	.40
80. Greenleaf n/o Lambert	4S	30000	12000	.40
81. Greenleaf n/o Whittier	4S	30000	18000	.60
82. Greenleaf n/o La Cuarta	4S	30000	23000	.77
83. Greenleaf n/o Mar Vista	2S	15000	13000	.87
84. Greenleaf n/o Penn	2S	15000	8000	.53
85. Greenleaf n/o Philadelphia	2S	15000	10000	.67
86. Greenleaf n/o Hadley	2S	15000	8000	.53
87. Greenleaf n/o Broadway	2S	15000	7000	.47
88. Greenleaf n/o Beverly Blvd	2S	15000	2000	.13
90. Painter s/o Mulberry	4M	40000	32000	.80
91. Painter n/o Mulberry	4M	40000	26000	.65
92. Painter n/o Lambert	4M	40000	25000	.63
93. Painter n/o Whittier	4M	40000	31000	.78
94. Painter n/o La Cuarta	4M	40000	25000	.63
95. Painter n/o Mar Vista	4M	40000	28000	.70
96. Painter n/o Penn	4M	40000	35000	.88
97. Painter n/o Philadelphia	4M	40000	21000	.53
98. Painter n/o Hadley	2S	20000	13000	.65
99. Painter n/o Broadway	2S	20000	12000	.60

Section 4: Transportation Element (continued)

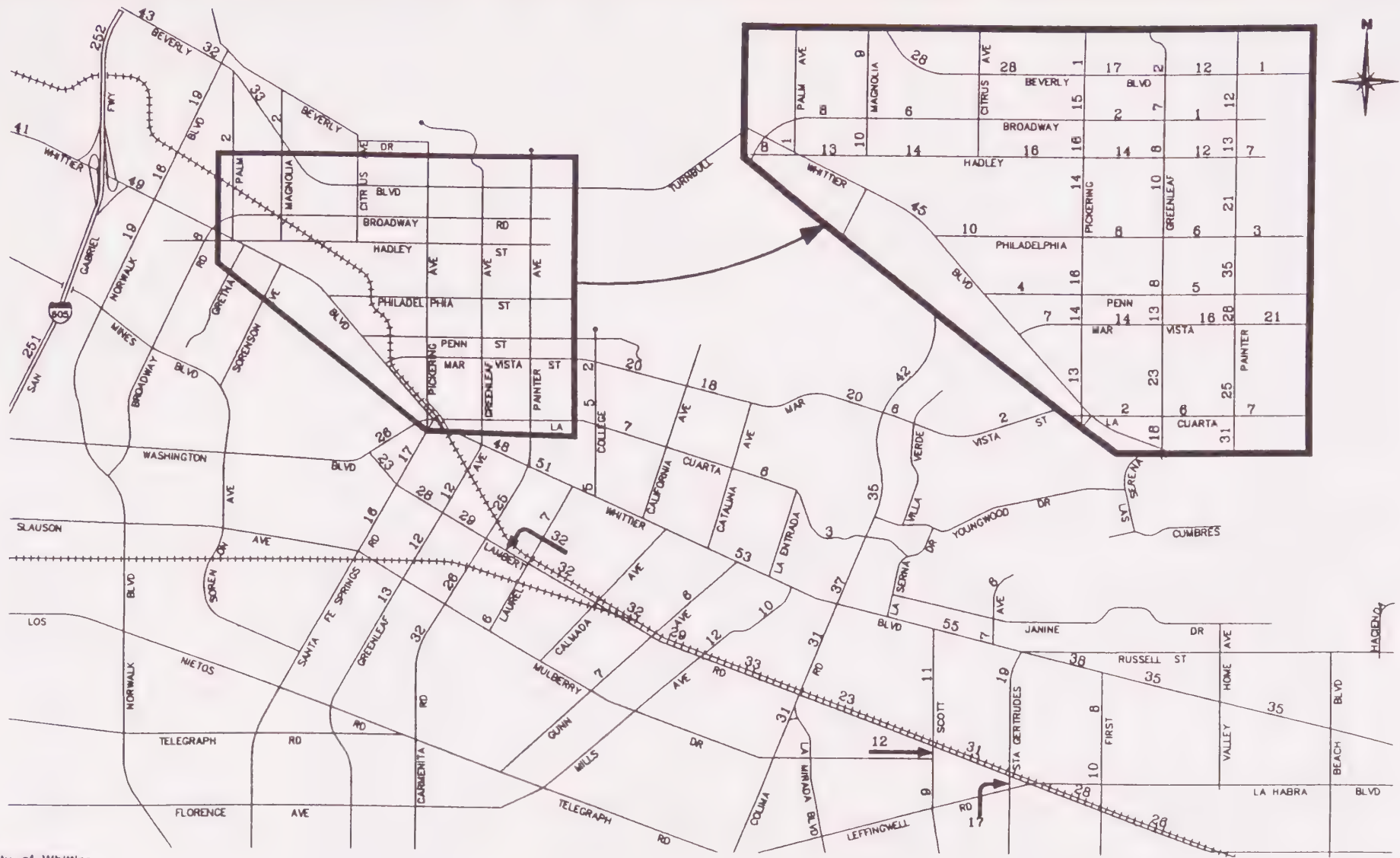
TABLE 4-5 continued
BUILDOUT ADT VOLUME/CAPACITY RATIOS

Location	Lanes/ Type	Capacity	Post-2010	
			ADT	V/C
100. Laurel s/o Lambert	2S	15000	6000	.40
101. Laurel s/o Whittier	2S	15000	7000	.47
102. College n/o Whittier	2S	15000	5000	.33
103. College n/o La Cuarta	2S	15000	5000	.33
104. College n/o Mar Vista	2S	15000	2000	.13
105. Gunn s/o Lambert	2S	15000	7000	.47
106. Gunn s/o Whittier	2S	15000	6000	.40
107. Mills n/o Lambert	4S	30000	12000	.40
108. Mills s/o Whittier	4S	30000	10000	.33
109. Colima s/o Lambert	4M	40000	31000	.78
110. Colima s/o Whittier	4M	40000	31000	.78
111. Colima n/o Whittier	4M	40000	37000	.93
112. Colima s/o Mar Vista	4M	40000	35000	.88
113. Colima n/o Mar Vista	4M	40000	42000	1.05
114. Scott s/o Mulberry	2S	15000	9000	.60
115. Scott s/o Lambert	2S	15000	12000	.80
116. Scott s/o Whittier	2S	15000	11000	.73
117. Santa Gert n/o Leffingwell	4S	30000	17000	.57
118. Santa Gert s/o Whittier	4S	30000	19000	.63
119. Santa Gert n/o Whittier	2C	15000	7000	.47
120. Santa Gert n/o Janine	2L	10000	6000	.60
121. First n/o Leffingwell	4S	30000	10000	.33
122. First s/o Whittier	4S	30000	8000	.27

NOTE: MM = Major
4M = 4 Lane Minor
2M = 2 Lane Minor
4S = 4 Lane Secondary
2S = 2 Lane Secondary
2C = 2 Lane Collector
2L = 2 Lane Local

Buildout volumes do not reflect an extension of Hadley Street to Colima Road. See text for discussion.

Source: Austin-Foust Associates, 1992.



City of Whittier



GENERAL PLAN

SOURCE: Austin-Foust Associates, Inc.

Note: Volumes do not reflect an extension of Hadley street to Colima road.

DEDA DAVID EVANS AND ASSOCIATES, INC.

EXHIBIT 4-4 FUTURE TRAFFIC LEVELS

Section 4: Transportation Element (continued)

TABLE 4-6 ICU SUMMARY Buildout Volumes with Intersection Improvements					
Intersection		Buildout with Existing Lanes		Buildout with Improvements	
		AM	PM	AM	PM
1.	Norwalk Blvd & Beverly Blvd	1.00	.92	--	--
2.	I-605 SB Ramps & Whittier Blvd	.90	.99	.90	.72
3.	I-605 NB Ramps & Whittier Blvd	.85	.69	--	--
4.	Norwalk Blvd & Whittier Blvd	1.24	.99	.80	.76
5.	Whittier, Pickering, Washington, and Santa Fe Springs	1.00	1.17	.87	1.06
6.	Painter Ave & Mar Vista St	.82	.97	--	--
7.	Painter Ave & Whittier Blvd	1.00	1.13	.78	.91
8.	Laurel Ave & Lambert Rd	1.18	.84	1.06	.77
9.	Colima Rd & Mar Vista Rd	1.35	.94	1.01	.94
10.	Colima Rd & Whittier Blvd	1.15	1.20	.92	.93
11.	Colima Rd & Lambert Rd	.92	1.39	--	--
Notes: 1) Level of Service ranges:					
.00 - .60 A					
.61 - .70 B					
.71 - .80 C					
.81 - .90 D					
.91 - 1.00 E					
Above 1.00 F					
Source: Austin-Foust Associates, Inc. 1992.					

The proposed arterial highway plan presented earlier (Exhibit 4-2) is designed to carry the added trips that will occur with buildout of the General Plan land uses.

Public Transportation Plan

The plan for public transportation services is discussed in the Transportation Element Background Report. As indicated in the public transportation policies, the City will continue to coordinate with the Whittier Transit operations to identify transit needs and to improve service to meet these needs. Bus routes will be expanded as such service improvements are implemented. Potential transit routes are reviewed each year for ridership demand and operational feasibility, if implemented.

Section 4: Transportation Element (continued)

Bikeway Plan

Bikeways, equestrian trails, and parks are discussed in the Environmental Resource Management Element. The bikeway routes in Whittier are shown in Exhibit 4-5. These routes connect to other trails and paths throughout adjacent communities and Orange County. Several new bike trails have been proposed to achieve the objective of continuity with adjacent communities. The Environmental Resource Management Element (ERME) includes a bikeway plan which designates both existing and proposed bikeways.



City of Whittier



GENERAL PLAN

— Bike Route

SOURCE: Austin-Foust Associates, Inc.

DEDA DAVID EVANS AND ASSOCIATES, INC.

EXHIBIT 4-5
BIKE ROUTES

SECTION 5: ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT

INTRODUCTION

The Environmental Resource Management Element (ERME) of the *Whittier General Plan* identifies environmental resources within the City and establishes a plan for their conservation, management, or preservation. The ERME promotes the management of natural resources to prevent the neglect, destruction, or disturbance of sensitive resources. The Element establishes a long-range program for the preservation of open space areas in the City and for the provision of recreation areas and facilities to serve the needs of residents. The Element includes an inventory of both public and private open space and a plan for continued protection of these areas and enhancement of opportunities for recreation.

The ERME combines the mandated Conservation and Open Space Elements and complies with regulations in *Section 65302(d) and (e) of the California Government Code* and the *State Mining and Reclamation Act*. The Element addresses conservation issues to increase awareness of the presence and condition of natural and cultural resources and to promote the advantages of conservation and management through its goals and policies. Conservation includes the regulation of resource utilization, preservation techniques, and activities which affect or preclude the use of resources. The City's conservation plan consists of independent programs for the managed use of oil and mineral resources, the conservation of groundwater, preservation of hillsides, protection of scenic corridors, and the protection of native plant and animal life. The plan will help maintain ecological balance and improve the quality of life in Whittier.

Open space refers to unimproved land or water devoted to the preservation of natural resources for outdoor recreation or for public health and safety concerns. This includes wildlife habitats, rivers, groundwater recharge areas, and areas with mineral deposits. Trails, parks, outdoor recreation areas, utility easements, scenic highway corridors, and areas requiring the regulation of hazardous conditions such as earthquake fault zones, unstable soils, flood plains, and watersheds are also considered open space.

The ERME also fulfills the requirements of *Section 65560 to 65570 of the California Government Code* regarding the preparation of an open space element for the City. Open space and recreation are considered together because of the interdependence between the two issues. Areas preserved as open space may also serve as a valuable resource for outdoor recreation.

Major conservation and open space issues affecting the City of Whittier, which are considered in this Element, are summarized below. More detailed information on these topics can be found in the Environmental Resource Management Element Background Report.

- The groundwater resources of the planning area are part of a complex system of aquifers and soil formations in the Los Angeles Basin. The City derives much of its water from wells near the Whittier Narrows area. Oil resources continue to be tapped in the Puente Hills area and a number of groundwater basins in the region have experienced contamination in recent years.

Section 5: Environmental Resource Management Element (continued)

- Native vegetation has been replaced by non-native species in the urbanized areas of the City. Native plant and animal species are limited to the Puente Hills and include grassland, inland sage scrub, mixed chaparral, and riparian woodland. These plant communities serve as habitats for amphibians, reptiles, birds, rodents and mammals. Sensitive (rare, threatened or endangered) animals are found near the northwest corner of the City and in the Whittier Narrows area.
- Open space in the planning area includes the Puente Hills, City parks, the Friendly Hills golf course, the Savage Canyon Landfill and scattered vacant lots. The Puente Hills provide a variety of opportunities for the conservation of open space and natural resources. The City, through this General Plan, has expressed strong interest in becoming involved in the planning and preservation of the hillside areas. There are 24 City parks with a total area of approximately 338 acres. These parks provide a variety of opportunities for recreational and leisure activities. Facilities at these parks include recreation buildings, picnic grounds, pools, game fields, game courts, playground equipment, and hiking trails. Local schools also have open fields that are available for public use.
- There are a number of equestrian trails in the area, including the San Gabriel River Trail along the river banks and the Skyline Trail along the Puente Hills on the north. Bikeways are provided on street rights-of-way throughout the City. The expansion of the existing system of equestrian and bicycle trails will allow greater use of these facilities.
- Sections of the City on the northwest, southeast, and east are not within easy access to a neighborhood park. Park maintenance, improvements, and acquisition continue to be City concerns. Opportunities for new parks are presented by vacant lots, the Puente Hills, railroad rights-of-way which are abandoned or will be abandoned, and the landfill.
- Scenic resources in Whittier are provided by the Puente Hills and scenic roadway corridors such as Colima Road, Turnbull Canyon Road, Beverly Boulevard, and Skyline Drive. Other environmental resource issues include recycling, energy conservation, landscaped areas, and recreation programs.

ENVIRONMENTAL RESOURCE MANAGEMENT ELEMENT GOALS AND POLICIES

The goals and policies below address the different conservation and open space concerns in Whittier, as identified in the ERME Background Report. These issues include resource conservation, energy conservation, open space, and its acquisition, recreation, scenic corridors, hillside areas, and recycling. The ERME goals and policies addressing these issues will provide a firm direction, for the preservation, use, protection, management, and improvement of existing resources in the City.

Issue: Resource Conservation

The City's natural environment contains many amenities that deserve protection for future generations. Resource conservation will protect and preserve existing resources in the City for future availability and use. The goals and policies below reflect Whittier's concern for natural resources in the planning area.

- Goal 1 Preserve or conserve natural and cultural resources that have scientific, educational, economic, aesthetic, social, and cultural value.
- Policy 1.1 Cooperate with state, federal and regional agencies to monitor water quality and to provide an adequate supply of high quality water for local and regional needs.
 - Policy 1.2 Encourage practices that stress soil conservation as a means to retain native vegetation, maximize water infiltration, provide slope stabilization, allow scenic enjoyment, and reduce flood hazards.
 - Policy 1.3 Preserve adequate open space areas for major habitat types, so as to maintain ecosystems in a natural balance for recreation, scientific, economic, educational, and scenic purposes.
 - Policy 1.4 Work with appropriate agencies to rehabilitate the oil fields or encourage the rehabilitation of these lands within the planning area for open space, recreation, or other beneficial resource conservation uses after site reclamation.
 - Policy 1.5 Encourage property owners to preserve areas with native vegetation, wildlife habitat, and visual beauty.

Issue: Energy Conservation

Urban development creates a demand for energy in the construction, maintenance, and operation of various structures and equipment. Energy is also consumed by human activities and vehicle use. Dwindling regional resources and increased demand have led to cost increases and the threat of resource depletion. Energy conservation will help reduce costs and assure resource availability in the future.

- Goal 2 The City of Whittier recognizes that current sources of energy are limited and should not be wasted. Whenever possible, especially in new development, special energy conservation measures should be included in the design of the project.

Section 5: Environmental Resource Management Element (continued)

- Policy 2.1 Encourage energy conservation measures in existing and new developments, whether public or private, within the Whittier planning area.
- Policy 2.2 Encourage developments to take advantage of energy conservation programs offered by utility companies and other agencies.

Issue: Open Space

Open space areas refer to any parcel or area of land or water that is essentially unimproved and is devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety. The preservation of existing open space will promote conservation of these resources and help maintain the quality of the environment. The policies below emphasize the City's concern for the availability of open space areas in the community.

- Goal 3 Secure a safe, healthful, and wholesome environment through careful planning and preservation of open space resources.
 - Policy 3.1 Protect existing wildlife habitats through the preservation of open space.
 - Policy 3.2 Future hillside development will be permitted or approved only if it involves minimal adverse impacts on the environment and natural topography.
 - Policy 3.3 Participate with the County of Los Angeles, the Southern California Association of Governments, and other responsible agencies on all open space planning matters to the extent necessary to implement the City's General Plan policies regarding open space, housing production goals, and wildlife preservation within its sphere of influence.
 - Policy 3.4 Continue to enforce mitigation measures for projects which have the potential for significant and irreversible adverse environmental effects.
 - Policy 3.5 Work with other agencies and service organizations to identify potential strategies and funding sources for the acquisition of open space within the Puente Hills and other areas of the City and encourage flexibility in the planning of any development in the Puente Hills, to allow innovative planning designs that preserve open space and reduce potential environmental impacts.

Issue: Acquisition of Open Space

Open space areas in private ownership cannot be designated as open space in a General Plan. Development pressure will likely lead to urban development on vacant lands in the City and areas

Section 5: Environmental Resource Management Element (continued)

that are developed are not expected to revert back to open space. Open space areas, designated as such in a General Plan, need to be acquired by the City or dedicated by private property owners as a condition of approval before development takes place.

Goal 4 Preservation of open space land for resource retention and recreational use will be a priority in future planning.

- Policy 4.1 The City should encourage the dedication of open space land for public use whenever possible.
- Policy 4.2 Retain existing open space in public ownership, wherever possible, including surplus land within the City limits offered for sale by other public agencies.
- Policy 4.3 Encourage the retention of privately-owned outdoor recreation uses and consider the public acquisition of such land when the open space uses located, thereon, may be discontinued by the owners.
- Policy 4.4 Actively pursue acquisition of open space areas not only to provide areas for traditional recreation activities, but also to preserve ecological features which are valuable for their scientific, educational, scenic, and cultural values.
- Policy 4.5 Pursue the use of open space land used for public and semipublic rights-of-way for possible multiple use which would complement the continuity of other designated open space areas, with the consent of the owners and other appropriate agencies.
- Policy 4.6 Make every effort to locate possible sources of funds for the acquisition of open space, including, but not limited to, Federal funds, State funds, County funds, Proposition A (Safe Neighborhoods & Parks Act of 1992), and funds from private sources.
- Policy 4.7 Work toward the acquisition and dedication of open space land in the unincorporated county areas for purposes of expanding the Hellman Wilderness Park.

Issue: Recreation

Recreation improves individual well-being and is a source of enjoyment, diversion, and entertainment. Recreation opportunities in the City of Whittier are provided by public parks, private recreational facilities, open space areas, and bicycle and equestrian trails. These facilities make the City a more attractive residential location and support the recreational interests of residents.

Section 5: Environmental Resource Management Element (continued)

- Goal 5 Provide a sufficient range of recreation opportunities to meet the needs of residents of all ages and interests in the community.
- Policy 5.1 Identify the needs and possible locations for special use facilities such as trails, swimming pools, multi-use sports fields, walking trails, bicycle and equestrian trails in the City.
 - Policy 5.2 Encourage cooperation between all user groups and agencies involved with parks and recreation, with special emphasis on the coordination of parks and school programs and facilities.
 - Policy 5.3 Integrate recreation planning efforts to consider conservation, open space, and scenic highway areas and programs designed to conserve these resources.
 - Policy 5.4 Identify all land under public and private ownership used for recreation within the Whittier planning area in order to determine the availability of such lands for park and recreation purposes.
 - Policy 5.5 Develop a system of continuous cross town bicycle, equestrian, and hiking trails which will encourage the use and enjoyment of public open space in the City and the surrounding area.
 - Policy 5.6 Cooperate with the County of Los Angeles in the establishment and acquisition of open space and park land, including but not limited to, greenbelts, trails, and wilderness-type reservations.
 - Policy 5.7 Update the survey of parks and recreational facilities in the City to assess the current effectiveness of parks and recreation programs, as well as the needs and interests of Whittier residents, and update the City's Master Plan for Parks and Recreational Facilities.
 - Policy 5.8 Translate recreational needs into space requirements in order to determine optimum standards for park development.
 - Policy 5.9 Promote access to the physically challenged within existing and future parks.
 - Policy 5.10 Coordinate the use of parkland with other community concerns, such as air quality, traffic circulation, and safety.
 - Policy 5.11 Encourage the use of parks by promoting a wide range of uses and activities for equestrians, hikers, children, joggers, cyclists, etc.

Section 5: Environmental Resource Management Element (continued)

- Policy 5.12 Encourage joint use/maintenance agreements with school districts to provide athletic fields and gymnasiums for the use of all persons in the community.
- Policy 5.13 Encourage the landscaping of railroad rights-of-way and major arterials to serve as buffers from adjacent uses.
- Policy 5.14 Wherever feasible, provide recreational improvements in conjunction with existing facilities that have other primary purposes, such as flood control or abandoned railroad rights-of-way.
- Policy 5.15 Encourage the preservation of privately-owned residential open space (e.g. common areas within residential projects).
- Policy 5.16 Support the implementation of the Whittier Hills Park Plan.

Issue: Scenic Roadways and Corridors

Whittier has many scenic amenities which include the Puente Hills, tree-lined streets, and attractive historic neighborhoods. These amenities enhance the environment and create a sense of identity for the City. By recognizing the factors that contribute to the area's aesthetic qualities, the City can better preserve and enhance the beauty of its physical environment.

- Goal 6 Maintain amenities along major roadways which provide beauty, identity, and form to the community and to neighborhoods within the community.
- Policy 6.1 Upgrade entryways and areas along major thoroughfares through the City.
- Policy 6.2 Protect scenic corridors that have aesthetic, recreational, cultural, or historic values.
- Policy 6.3 Identify the portions of the street system which, together with the adjacent scenic corridors, require special scenic treatments.
- Policy 6.4 Work closely with the County of Los Angeles or appropriate State agencies on the preparation of plans for scenic corridors identified by the ERME and adopted by either the City or County.

Issue: Hillside Areas

The Puente Hills are an important ecological and scenic resource for the City and represent the only remaining large undeveloped area. Without adequate controls on future hillside developments, the Puente Hills and its resources could be lost, destroyed, or neglected.

Section 5: Environmental Resource Management Element (continued)

Goal 7 Protect and preserve the hillside areas.

- Policy 7.1 Work with land owners and government agencies in promoting land use plans that are sensitive to the environment and give maximum consideration to the preservation of natural habitats.
- Policy 7.2 Work with land owners and government agencies in identifying areas that should be preserved as open space for recreation, resource management, or public safety.
- Policy 7.3 Continue to work with Los Angeles County and other government agencies in the preparation and review of development plans in the Puente Hills and in identifying ways to preserve the environment.
- Policy 7.4 Promote the preservation of the Puente Hills within the planning area between Workman Mill Road and the La Habra Heights boundary as permanent open space, to the greatest extent possible, for the enjoyment of not only the citizens of Whittier, but for the surrounding communities and Southern California as a whole.
- Policy 7.5 Continue to enforce the City's hillside development standards.

Issue: Source Reduction and Recycling

The lack of available land for landfills and the environmental consequences of past waste disposal activities have led to the increasing need for recycling and reuse of materials, products, and solid waste. While the City of Whittier has its own municipal landfill, decreases in its capacity and area for expansion call for more aggressive recycling practices. Reductions in the amount of solid waste will lead to the preservation of land for urban or open space use and the protection of soil, groundwater, and air resources.

- Goal 8** Promote recycling, source reduction, and waste management practices to reduce the volume of solid waste.
- Policy 8.1 Support and complement existing recycling programs by public and private agencies (Lion's Club, Boy Scouts, area grocers, etc.) and encourage waste stream reduction and recycling of solid waste to extend the life of the Savage Canyon Landfill.
 - Policy 8.2 The City will implement the Source Reduction and Recycling Element pursuant to AB 939.

IMPLEMENTATION PROGRAMS

Environmental resource management is an important program. In order to achieve the goals and policies of this Element, specific implementation measures have been identified. These measures include existing and new programs that would be undertaken by City staff. Table 5-1 identifies the implementation measures for each ERME goal and policy. A description of each measure, along with the responsible agency, time frame for implementation, and funding source is provided in Section 10.

TABLE 5-1 ERME IMPLEMENTATION		
Goal	Policy	Implementation Measure
1. Preservation of valuable natural & cultural resources.	1.1 Cooperate with other agencies in preserving water resources.	Inter-agency Coordination Water Quality Monitoring Wells Water Conservation Program
	1.2 Encourage soil conservation.	Tree Preservation Program Sidewalk & Parkway Development & Maintenance Hillside Standards
	1.3 Preserve open space areas for wildlife & plant habitats.	Puente Hills Cooperative Planning Program
	1.4 Work with other agencies in rehabilitation of oil fields.	Oil Field Rehabilitation & Site Reclamation Puente Hills Cooperative Planning Program Open Space Acquisition Environmental Review
	1.5 Encourage preservation of areas with native vegetation wildlife habitats and visual beauty.	Environmental Review Hillside Standards Tree Preservation Program
2. Promotion of Energy Conservation.	2.1 Encourage energy conservation measures.	Energy Conservation
	2.2 Encourage the use of energy conservation programs offered by utility companies.	Energy Conservation

Section 5: Environmental Resource Management Element (continued)

TABLE 5-1
ERME IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
3. Preservation of Open Space Resources	3.1 Protect unique examples of wildlife habitat.	Environmental Review Hillside Standards Park Needs Study Update
	3.2 Minimize development impacts on hills & natural vegetation.	Environmental Review Hillside Standards Open Space Acquisition
	3.3 Participate with other agencies in open space planning within the City's sphere of influence.	Puente Hills Cooperative Planning Program
	3.4 Enforce mitigation measures for development.	Environmental Review Inter-agency Coordination Environmental Regulations Mitigation Monitoring
	3.5 Identify potential strategies and funding sources for open space acquisition.	Open Space Acquisition Park Needs Study Update
4. Preservation of Open Spaces.	4.1 Encourage dedication of open space land.	Park Needs Study Update
	4.2 Retain existing open space in public ownership.	Park Needs Study Update
	4.3 Preserve private open space areas and consider public acquisition.	Deed Restriction Private Recreation Facilities

Section 5: Environmental Resource Management Element (continued)

TABLE 5-1
ERME IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
Preservation of Open Spaces (continued)	4.4 Pursue acquisition of open space areas.	Open Space Acquisition Puente Hills Cooperative Planning Program
	4.5 Pursue the use of open space for multi-use trails.	Conversion of Railroad Rights-of-Way Park Needs Study Update
	4.6 Explore funding sources for acquisition of open space.	Open Space Acquisition Park Needs Study Update
	4.7 Pursue future expansion of Hellman Wilderness Park.	Park Needs Study Update Wilderness Park Expansion
5. Provision of Recreation Opportunities	5.1 Identify possible locations for special recreational facilities.	Park Fees Parks Needs Study Update Private Recreation Facilities
	5.2 Encourage cooperation in park planning.	Recreational Facilities Planning Park Maintenance & Recreation Programs
	5.3 Integrate recreation planning with conservation, open space, & scenic highway programs.	Park Needs Study Update
	5.4 Identify land that may be suitable for future park development.	Open Space Acquisition Park Needs Study Update Wilderness Park Expansion
	5.5 Develop a system for bicycle, equestrian and hiking trails.	Park Needs Study Update Bikeway and Equestrian Trails Open Space Acquisition National Historic Trail
	5.6 Cooperate with Los Angeles County in open space & park planning.	Bikeways and Equestrian Trails Puente Hills Cooperative Planning Program

Section 5: Environmental Resource Management Element (continued)

TABLE 5-1
ERME IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
Provision of Recreation Opportunities (continued)	5.7 Update Parks Needs Study to evaluate effective use of current parks and recreation programs.	Park Needs Study Update
	5.8 Translate recreational needs into park space requirements.	Park Needs Study Update
	5.9 Promote handicap access at City parks.	Handicap Access Requirements
	5.10 Coordinate use of parkland of other community concerns.	Park Needs Study Update
	5.11 Encourage full use of parks & recreational facilities.	Park Needs Study Update Park Maintenance & Recreation Program
	5.12 Encourage joint use/maintenance agreements with school districts.	Recreational Facilities Planning
	5.13 Encourage landscaping of railroad rights-of-way & major arterials.	Landscaping and Land Use Buffers
	5.14 Provide recreation facilities in conjunction with existing facilities.	Conversion of Railroad Rights-of-way
	5.15 Preserve privately-owned residential open space land.	Deed Restriction
	5.16 Whittier Hills Park Plan.	Parks Needs Study Update Wilderness Park Expansion

Section 5: Environmental Resource Management Element (continued)

TABLE 5-1
ERME IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
6. Maintenance of some roadways & corridors.	6.1 Upgrade entryways & areas along major thoroughfares.	Entryway Signage Sign Ordinance Review Sidewalk & Parkway Development & Maintenance Street Maintenance Tree Preservation Program
	6.2 Protect scenic corridors.	Scenic Corridor Preservation Tree Preservation Program
	6.3 Identify portions of street system which would benefit from scenic treatments.	Scenic Corridor Preservation
	6.4 Cooperating with county and state agencies for scenic corridor plans.	Scenic Corridor Preservation National Historic Trail
7. Work with property owners & governmental agencies in planning of Puente Hills.	7.1 Promote land use plans that are sensitive to environment & infrastructure capacity.	Puente Hills Cooperative Planning Program
	7.2 Promote land use plans that consider typography, compatibility with existing development and viewsheds.	Puente Hills Cooperative Planning Program Hillside Standards
	7.3 Work with other agencies in the review of development in the Puente Hills.	Puente Hills Cooperative Planning Program
	7.4 Promote the preservation of the Puente Hills within the planning area.	Puente Hills Cooperative Planning Program
	7.5 Continue to enforce hillside development ordinance.	Hillside Standards

TABLE 5-1 ERME IMPLEMENTATION (continued)		
Goal	Policy	Implementation Measure
8. Promotion of source reduction, recycling, & waste management.	8.1 Support existing recycling programs.	Source Reduction & Recycling Element
	8.2 Implement source reduction & waste recycling element.	Source Reduction & Recycling Element

ENVIRONMENTAL RESOURCE MANAGEMENT PLAN

The earth’s resources are limited and many of our resources are non-renewable. Conservation and managed use allow maximum utilization and ensure continued availability of these resources for future generations. Water, soil, and mineral resources are finite resources. Their continued availability will only be possible with conservation. Plant and animal communities need to be protected to maintain ecological balance. Open space areas, once developed, cannot be returned to their natural condition. Thus, they have to be preserved. Parks and recreational facilities provide opportunities for leisure, enjoyment, and relaxation. The scenic qualities of the community are often provided by natural landforms and open spaces. Environmental resource management is concerned with the protection of the area’s resources from neglect, destruction, or depletion.

The Whittier Environmental Resource Management Plan calls for maximum protection of the natural environment and available resources. The Plan contains three major components: the Conservation Plan, the Open Space and Recreation Plan, and the Scenic Corridor Plan, corresponding to the major issues addressed by the Element. The Conservation Plan deals with water resources, mineral resources, plant and animal communities, and the natural topography. The Plan provides a citywide approach to the utilization, conservation, and management of these resources. It includes a program for preservation of significant resources and standards for development in areas with identified resources. The Recreation Plan address parks and recreation facilities, bikeways and equestrian trails, and open spaces. Guidelines for overall development of recreation opportunities in the City and standards for park development are outlined in the Plan. The Scenic Corridor Plan provides for the identification and improvement of Whittier’s scenic corridors.

CONSERVATION PLAN

The Background Report for the ERME has identified the presence of natural resources in the planning area. The location of these resources represent the remaining areas where development has not disturbed or obstructed access to the resources. For purposes of future planning, a sensitivity ranking has been established according to the following:

- **Low Sensitivity** - In Whittier, areas with no significant resources or where past development has destroyed or significantly altered the presence or availability of resources are considered to have *low sensitivity*. These include the urbanized areas of the City consisting of almost 80 percent of the total land area.
- **Moderate Sensitivity** - Areas with low density developments where natural resources may still be present or may be utilized and areas adjacent to identified ecological resources are considered to have *moderate sensitivity*. Increases in human activities or development intensity in these areas can disturb or destroy existing natural resources or prevent future access and use of these resources. Areas with moderate sensitivity include those areas near the hillsides and other undeveloped land serving as parks, flood control channels, etc.
- **High Sensitivity** - Areas with ecologically sensitive resources are those areas where studies or activities have uncovered a significant or important natural resource areas currently used for the extraction of resources, or undisturbed areas that have a very high potential for the presence of natural resources. These areas have *high sensitivity* and are the priority targets for conservation and preservation. They include the canyons which serve as water recharge areas; the hillside with sensitive plant and animal habitats, oil resource areas where drilling is ongoing; and other areas where resources will be uncovered in the future.

The City of Whittier is working towards the conservation of natural resources and the preservation of areas with significant resources. Conservation efforts will be made according to the sensitivity of identified resources. Conservation efforts will be focused on areas with high sensitivity and where City programs will have the greatest impact on the conservation of natural resources. The programs include aggressive measures to promote the preservation, conservation, or managed use of natural resources.

The Conservation Plan calls for the protection of water resources. The area's water resources are part of the complex groundwater system throughout the Los Angeles Basin. The resources in the City of Whittier are confined to the presence of canyons which serve as recharge areas. While the City of Whittier derives its water supply from wells in the Whittier Narrows area, it is responsible for ensuring that groundwater resources are not overdrafted or depleted. The canyons in the Puente Hills provide natural recharge areas which need to be preserved to allow the natural recharge of local aquifers and the continued availability of water.

Also, the City of Whittier is concerned with protecting the groundwater resources from contamination and other forms of destruction which will prevent their availability for domestic uses. This applies to the Savage Canyon Landfill, industrial areas, and activities involving hazardous materials. Programs to protect groundwater contamination have to be in place. Water conservation programs should also be developed to reduce the amount of groundwater pumping at the Whittier Narrows area.

Section 5: Environmental Resource Management Element (continued)

The Savage Canyon Landfill serves the waste disposal needs of the City. Waste reduction programs will lengthen the life of the landfill and will allow the landfill to serve future residents of the City.

The Conservation Plan also includes regulations on the drilling of oil resources. The City of Whittier owns the mineral rights on City-owned property and Chevron Company controls the majority of oil fields in the surrounding county area. There will be controls on drilling operations, disposal of oil on the ground, and reclamation of the site after oil drilling operations cease. The standards may include:

- Drilling activities to be at least 300 feet from residential areas;
- Safety measures for operations and employees;
- Operations fenced from public view with landscaping, walls or berm;
- Approval of a conditional use permit for day-to-day operation, closure, or abandonment of oil wells;
- Clean-up of oil products and by-products on the drilling sites; and
- Development of reclamation plans for review and approval by the City and responsible agencies.

The Puente Hills contain the oil resources in the area. At the same time, they are the only remaining areas with native vegetation and wildlife habitats. The balance between oil drilling activities and the protection of plant and animal communities in the hillsides must be established. The City will actively support ecologically sound practices related to oil well closure and abandonment in the Puente Hills.

The protection of plant and animal communities in the Puente Hills means the preservation of these areas as open space. Open space refers to areas left vacant and undeveloped to allow biological resources to exist and thrive. With much of the Puente Hills owned by private individuals and groups, and located outside the City limits, the City of Whittier has limited control of development in the area. In order to preserve the hills, the City of Whittier will explore funding sources and other ways to acquire the most ecologically sensitive areas of the Puente Hills.

Development plans are currently being proposed for some areas of the Puente Hills. In recognition of property rights and County authority over the area, the City of Whittier wants to be actively involved in the planning and conservation of the hills. The City will actively pursue the preservation of the open space resources in the area. This will lead to the protection of ecological resources in the habitats and hills.

Plant and animal communities may be re-established by encouraging residents to use native plant materials and drought tolerant vegetation. This will conserve water and increase plant and animal habitats in the City. The landscaping of exposed slopes and graded areas will also protect the natural topography of the hillsides.

Development Standards

Conservation does not necessarily mean the prevention of development and keeping the areas vacant and underutilized. There are several ways to protect natural resources. By providing appropriate development standards for areas with high sensitivity, the City of Whittier can protect natural resources while still allowing development to take place. Urban developments in highly sensitive areas must be reviewed for their impact on the presence and availability of natural resources. Exhibit 5-1 shows designated conservation areas in the planning area that correspond to those areas identified as having a high sensitivity. The following standards should apply to development within areas with high sensitivity for ecological resources:

- Field surveys and investigations must be made to identify potential natural resources prior to development approval.
- Brush control programs for fire prevention should be sensitive to natural vegetation and animal habitats.
- Trustee agencies and local environmental groups should be consulted to insure the environmental review is thorough.
- Development should be sensitive to significant natural resources located onsite or in nearby areas.
- Limit off-road vehicle use in the hillsides which may destroy existing resources.
- Prevent development in areas with geologic and seismic hazards where risk cannot be eliminated by construction methods.

OPEN SPACE AND RECREATION PLAN

Recreational opportunities in the City of Whittier are provided by City parks, private recreation facilities, open space areas for hiking or biking, bicycle and equestrian trails, and scenic corridors. The City's Recreation Plan includes the development of recreation facilities, trails, and scenic corridors, and the preservation of open space areas and amenities that create the scenic qualities in the planning area.

Open space is preserved for a variety of reasons. It provides watershed areas, prevents erosion, provides recreational opportunities, preserves wildlife habitats, controls pollution, and provides

Section 5: Environmental Resource Management Element (continued)

visual and aesthetic amenities. The majority of the natural environment has been replaced by urban development. In Whittier, very little land remains undeveloped. Vacant lots within urbanized areas cannot serve open space purposes because they are surrounded by structures and are often small scattered parcels that will be developed in the future.

The Puente Hills provide the major open space resource in the City. The hills provide watershed, erosion control, recreation, wildlife habitats, pollution abatement, and visual values. Future development within the Puente Hills will need to be sensitive to the seismic risk that is present from the Whittier fault as well as other potential hazards (wildfire, landslides, liquefaction, etc.). The hills also provide the City with its scenic qualities.

The City of Whittier is largely developed and new park areas and open space will only be available with dedication from private ownership or from direct purchase of suitable land. The City of Whittier establishes the following guidelines for the acquisition of open space:

The highest priority for acquisition should be given to those open space and natural resource sites to which at least one of the following applies:

- The land is subject to development in the near future which will irreversibly destroy its open space value; or
- The area is recognized as having significance, in terms of containing unique ecological or cultural resources, by the scientific community.




The next level of priority should be accorded to those areas which:

- Are located adjacent to larger open space areas; or
- Land that, through its preservation, would complement the efforts of other agencies or individuals in preserving open space.

Exhibit 5-2 shows existing recreation opportunities in the area. Park development should be pursued to meet the recreational needs of the City. As population growth and new development occurs, the need for parks and recreational facilities increases. The City of Whittier sets standards for park development to ensure that adequate facilities are available and all interests are served. These standards include:

- The City will strive to provide at least 4.5 acres of parkland (improved park area for passive and/or active recreation use) per 1,000 residents.
- Provide adequate park facilities for new residential development.
- Provide a variety of recreation opportunities and park facilities including:



-  Oil Resources
-  Special Animal Habitats
-  Canyons

NORTH ↑

0 5000 scale in feet

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City of Whittier



GENERAL PLAN

EXHIBIT 5-1 CONSERVATION AREAS



EXHIBIT 5-2 RECREATION OPPORTUNITIES

Section 5: Environmental Resource Management Element (continued)

Mini Park - A mini park is approximately 1/4 to 1 acre in size with a 1/4 mile service radius. This category of park often utilizes available vacant land and is best located in high density housing and commercial areas. Mini-parks are considered only where the development of larger parks is not possible.

Neighborhood Park - Neighborhood parks are 1 to 7 acres in size with a 1/2 mile service radius. They may be smaller (1 to 4 acres) if located near schools. The service area of neighborhood parks is defined by arterial streets, railroads, and other physical barriers. Neighborhood parks often serve an established residential area and are used by bike-to or walk-to users.

Community Park - Community parks serve several neighborhoods and are 7 to 30 acres with a 1 mile service radius. They serve drive-to users and have facilities such as tennis courts, swimming pools, multi-purpose courts, community centers, senior citizen centers, and other varied facilities.

Specialty Park - A specialty park often has only one facility, such as a tennis court or baseball field, and would be used city-wide. Wilderness parks are included in this category and are often developed by counties for regional use. Wilderness parks should have a minimum area of 50 acres or more to accommodate users from the region and may have lakes and equestrian, hiking, and bicycle trails. They often have unique vegetation and topography and are not fully developed.

- Park facilities should have direct street access, available parking areas and utility connections.
- Provide retention and maintenance of existing park facilities.
- The City will promote shared use of school recreational facilities through joint use agreements.

Aside from parks and recreational facilities, bikeways and hiking trails connect major parks and activity centers. The City should pursue the development of a bicycle trail system throughout the City. Exhibit 5-3 shows the proposed bikeway plan. Designation routes should be developed as multi-use trails which will serve hikers, cyclists and/or equestrians. The trails connect parks, schools, commercial centers, regional trails, and parks and other facilities that would benefit from linkages. Aside from trails to various parks and activity centers, the trails should be developed along the scenic corridors of the area.

Specific steps to take in the provision of parks and in the development of a trail system in the City shall be the focus of the Park Needs Study that will be periodically updated. This Park Needs Study will be the primary program for implementing the Recreation Plan of Whittier.

SCENIC CORRIDOR PLAN

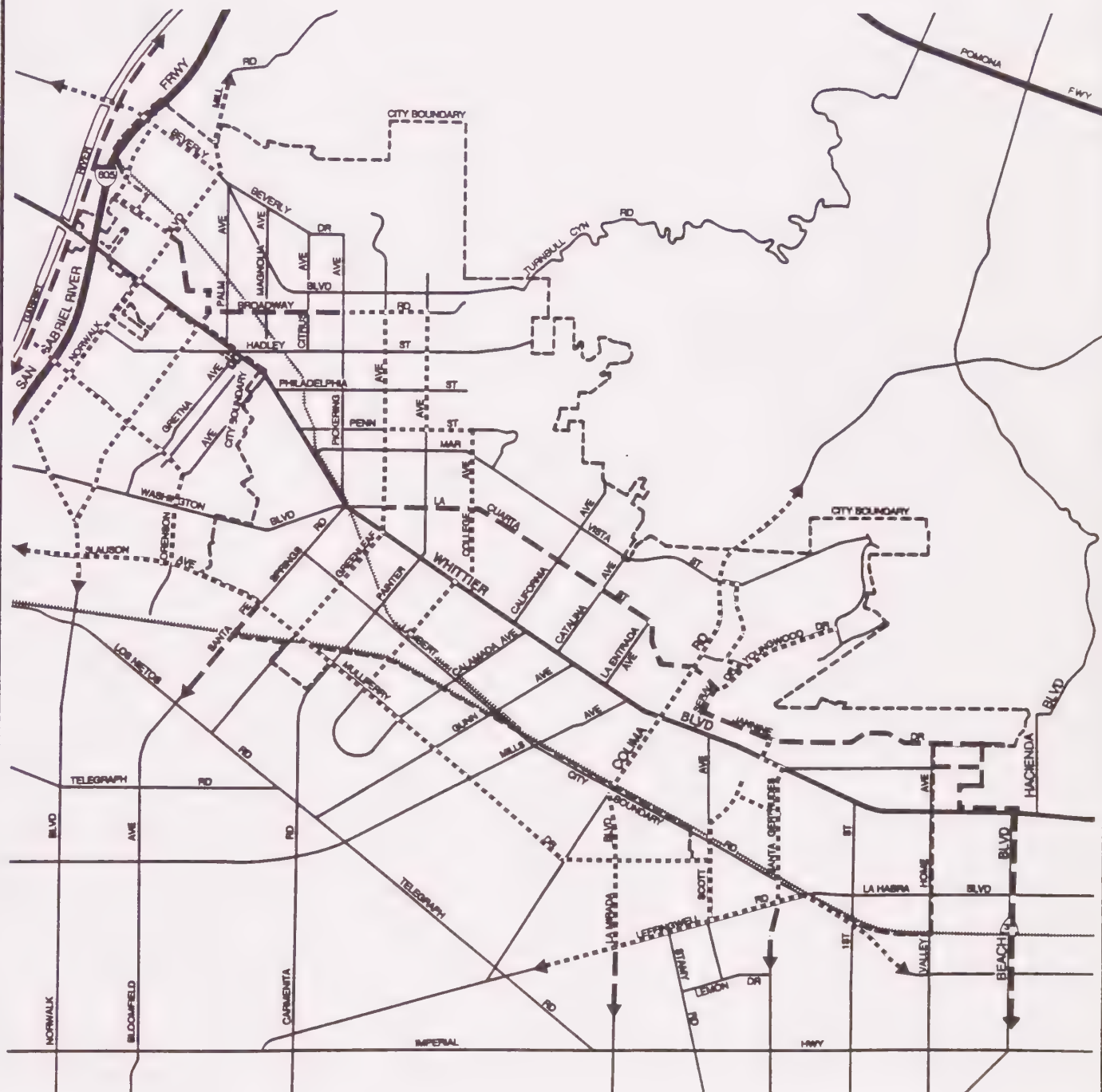
The scenic qualities of the City may be enhanced by the adoption of a program for positive identification of these resources. Scenic corridor development means the improvement of corridors to bring out their scenic qualities; control of structures, signs, and infrastructures along scenic corridors; and identification of the presence of aesthetic resources. The City of Whittier has scenic qualities in the form of tree-lined streets, roadways into the hills, views of the Puente Hills from the City, and aerial views of the City from the hills. The following standards apply to designated scenic and design corridors:

- Development of a landscaping plan for scenic corridors;
- Undergrounding of utility lines where appropriate;
- Limit and control of signs along corridors;
- Coordination of trail systems development along these corridors;
- Design standards for development along the corridors;
- Control of development which may detract from existing scenic qualities (block views and ridgelines); and
- Entryway treatments will be provided and maintained.

In order to preserve the qualities of scenic and design corridors, new development will be subject to the following standards:

- Design review for development along designated scenic and design corridors;
- Minimum grading or alteration of natural topography on parcels adjacent to the scenic corridors;
- Compatibility with existing character in terms of scale, height, design, building materials, and landscaping; and
- Promote landscaping, median treatments, etc., where appropriate.

Exhibit 5-4 indicates the designated scenic and design corridors and entryways in the City.



-  Existing Bikeway
-  Proposed Bikeway

NORTH 

0  5000 scale in feet

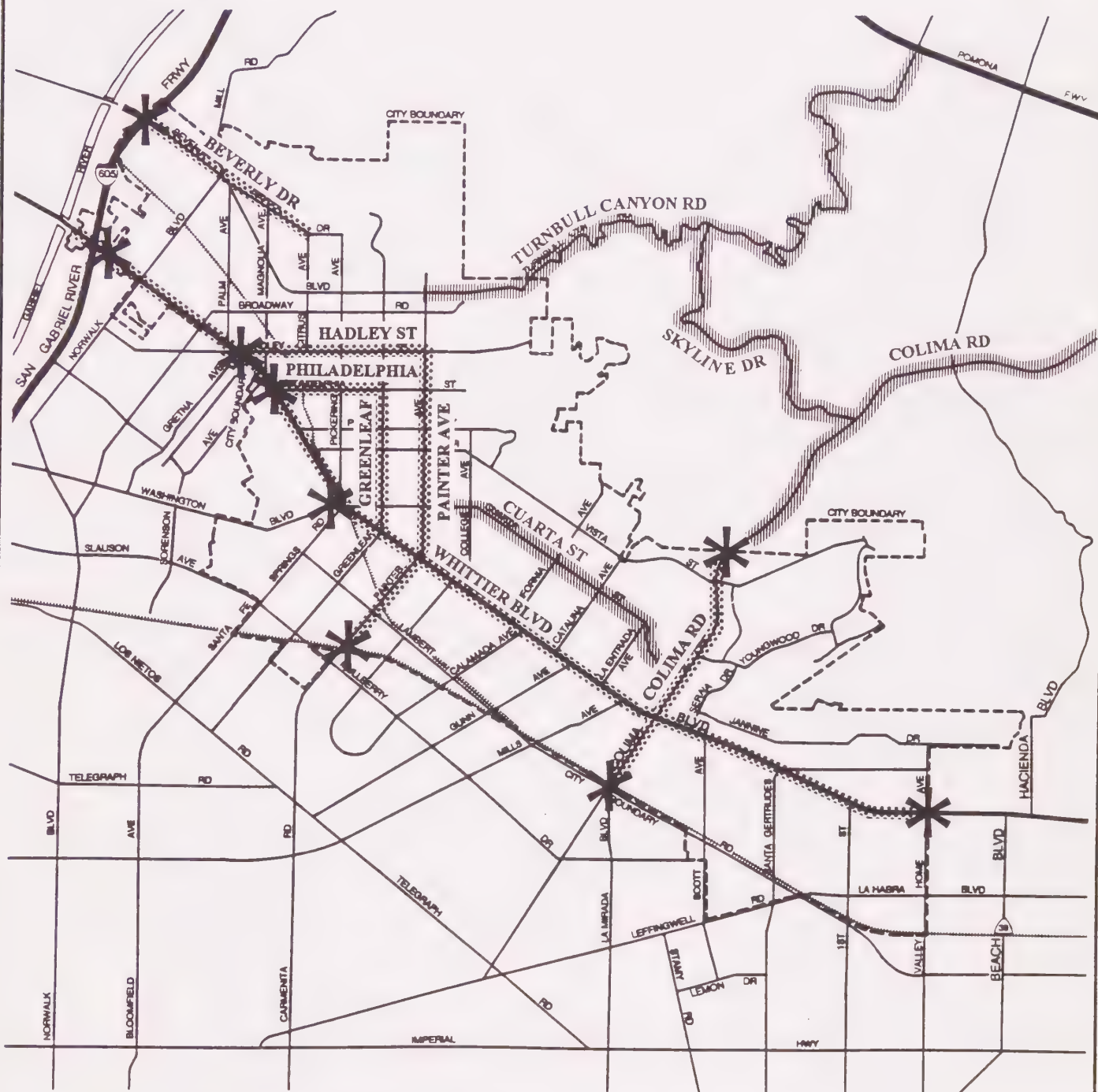
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City of Whittier



GENERAL PLAN

EXHIBIT 5-3 BIKEWAY PLAN



Design Corridor



Scenic Corridor

Entryways

NORTH



0 5000 scale in feet

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SECTION 6: AIR QUALITY ELEMENT

INTRODUCTION

The Air Quality Element addresses local issues and focuses on programs related to the improvement of air quality. The goals and policies of the element meet the underlying goals and requirements of the 1991 regional Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) which apply to local governments. The Element emphasizes actions that the City shall take programs that will facilitate participation by local industries and residents in improving local and regional air quality. While the City does not regulate air quality in the area or the region, local actions are required in order to demonstrate conformity to the adopted regional Air Quality Management Plan.

The Air Quality Element is not a state-mandated element but is recommended under the 1991 *Air Quality Management Plan for the South Coast Air Basin*. The Air Quality Element contains programs that will allow the City of Whittier to contribute to the attainment of state and federal clean air standards. The Element includes standards for stationary source emissions and measures to reduce air pollution directly and indirectly.

A discussion of local and regional air quality and existing uses and programs affecting air quality in Whittier can be found in the Air Quality Element Background Report. A summary of the main issues is provided below.

- The climate of the Los Angeles basin is characterized by warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidity. In Whittier, winters are seldom cold, frost is rare, and temperatures do not generally drop below 28°F. Rainfall averages 14.85 inches per year and occurs from late October to early April.
- The South Coast Air Basin, which includes most of the Southern California region, has been experiencing air pollution levels beyond the recommended state and federal standards. The Whittier air monitoring station shows exceedances of ozone and suspended particulates as recent as the late 1980's. Slight improvements in maximum concentrations for carbon monoxide, nitrogen dioxide, and ozone can be observed in recent years.
- Air pollution comes from vehicle exhaust, power generation, natural gas generation, and certain activities and equipment in construction and industry. In Whittier, vehicle emissions, households activities and commercial uses, and industrial and manufacturing uses each contribute about a third of local emissions from the area.
- Ways to reduce these emissions include increased use of public transportation and alternative means of travel; the reduction of truck and vehicle emissions, energy

consumption, and construction emissions; the decrease and shortening of vehicle trips; and public education concerning ways to effectively improve air quality.

AIR QUALITY GOALS AND POLICIES

The following goals and policies have been developed to correspond to ways that the City of Whittier can help improve air quality. These include measures relating to automobile travel, truck traffic, vehicle emissions, parking, growth management, energy consumption, particulate emissions, building and design standards, and regional cooperation. A brief discussion of each issue is provided below, followed by the goals and policies of the City of Whittier regarding the issue. The goals and policies are expected to make the City more aware of air quality impacts and to work towards the reduction of locally generated air pollution.

Issue: Automobile Travel

Automobiles are a major source of ozone and carbon monoxide pollution. The reduction of trips and trip lengths will reduce pollutant emissions associated with automobile use. This reduction in the dependence on private automobiles may be achieved through the use of public transit and alternative forms of transit.

Goal 1 Reduce emissions associated with single-occupancy automobile use.

- Policy 1.1 Enhance transit service and make the system user-friendly.
- Policy 1.2 Promote transit service and availability.
- Policy 1.3 Support development of a transit center linking local and regional bus service that provides a safe, attractive place to wait.
- Policy 1.4 Support trip-reduction programs, such as longer day, shorter week work schedules.
- Policy 1.5 Encourage participation in Transportation Management Associations/Organizations.
- Policy 1.6 Encourage walking and bicycling.
- Policy 1.7 Encourage local merchants to offer incentives to customers who use transit or walk or bicycle to shop.

Issue: Truck Traffic

Trucks increase congestion on City streets and add to vehicle idling and slow travel. By diverting truck traffic, hydrocarbon and carbon monoxide emissions could be reduced and travel time can be shortened.

Goal 2 Reduce truck emissions.

- Policy 2.1 Encourage diversion of peak hour truck traffic, whenever feasible, to off-peak periods to reduce roadway congestion and associated emissions.
- Policy 2.2 Work to improve roadway safety by designing roadways to accommodate trucks and reduce potential for accidents that create congestion and associated emissions.
- Policy 2.3 Encourage trucks operating within the City to maintain safety equipment and to operate at safe speeds so as to reduce the potential for accidents.

Issue: Vehicle Emissions

Emissions controls on passenger vehicles are beyond the City's ability to regulate, although the City may help reduce vehicle emissions in its own way. Vehicle emissions can be reduced by using cleaner fuels in City vehicles. Reducing idling time due to traffic congestion on City streets through signal congestion synchronization is another way the City can improve air quality.

Goal 3 Reduce directly emitted vehicle emissions.

- Policy 3.1 Reduce idling emissions by improving traffic flow and the level of service through the use of synchronized traffic signals.
- Policy 3.2 Encourage the use of alternative fuels and alternative energy sources in City-owned vehicles.

Issue: Parking Management

The 1991 AQMP recommends reductions in parking availability and restrictions on private automobile use designed to discourage single-occupancy automobile trips. Parking lot design that discourages queuing is also promoted.

Goal 4 Reduce vehicle emissions through improved parking design and transportation demand management.

- Policy 4.1 Promote parking facility designs which discourage queuing.

Section 6: Air Quality Element (continued)

- Policy 4.2 Support easing of parking requirements on a case-by-case basis where a development is in close proximity to public transit and there are safeguards against spillover parking in adjacent areas.
- Policy 4.3 Support community activities where parking is temporarily restricted and walking or public transit is facilitated.
- Policy 4.4 Encourage centrally located parking in Uptown and other shopping areas where shoppers can walk or take the trolley to a number of destinations.
- Policy 4.5 Encourage landscaping in parking areas to reduce fugitive dust and improve local air quality.

Issue: Growth Management

When residents have to drive longer distances to places of employment or services, greater pollutant emissions are generated by vehicle trips. Providing opportunities for employment for City residents or housing for Whittier's labor force will help reduce emissions associated with home-to-work trips.

- Goal 5 Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.
 - Policy 5.1 Maintain the City of Whittier's existing favorable balance of job and housing opportunities.
 - Policy 5.2 Work cooperatively with adjacent job-rich communities to improve overall job/housing balance in the subarea.
 - Policy 5.3 Encourage mixed-use developments which combine housing and related commercial uses.
 - Policy 5.4 Encourage residential growth to occur in and around commercial activity centers and transportation node corridors.
 - Policy 5.5 Promote telecommuting and teleconferencing activities.

Issue: Energy Consumption

The generation of electricity and natural gas produces emissions at offsite power plants. Thus, energy conservation will indirectly reduce the pollution created by power generation and use within the South Coast Air Basin.

Goal 6 Reduce emissions associated with energy consumption.

- Policy 6.1 Support the use of energy-efficient equipment and design in City facilities and infrastructure.
- Policy 6.2 Encourage incorporation of energy conservation features in new developments and in the renovation of existing development.
- Policy 6.3 Support passive solar design in new construction.
- Policy 6.4 Support public participation in recycling programs to reduce emissions associated with manufacture and waste disposal.
- Policy 6.5 Support use of drought-resistant vegetation in City landscaping areas and new development to reduce energy needed to pump water.

Issue: Particulate Emissions

Particulate emissions come from tires, diesel engine exhaust, windblown dust and ash, exposed soils, certain chemical processes and excavation, demolition, and construction activities. The City of Whittier can help control particulate emissions by regulating activities that create these pollutants.

Goal 7 Reduce fugitive dust emissions.

- Policy 7.1 Encourage feasible fugitive dust reduction techniques to be utilized during construction activities.
- Policy 7.2 Support the use of efficient equipment procedures in cleaning streets and parking areas.
- Policy 7.3 Support subdivision design which minimizes grading and maintains the natural topography to the maximum extent feasible.

Issue: Building and Design Standards to Reduce Operational Emissions

Paints and wall finishes used in building construction also generate particulate matter and toxic emissions. Building and siting standards can reduce these hazards as well as prevent exposure to sensitive receptors.

Goal 8: Reduce potential air pollution emissions and impacts through siting and building design standards.

Section 6: Air Quality Element (continued)

- Policy 8.1 Support the use of low polluting construction materials and coatings.
- Policy 8.2 Assess the air pollution impacts of all projects uniformly.
- Policy 8.3 Actively encourage the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions.
- Policy 8.4 Actively encourage the separation of sensitive receptors from potential carbon monoxide hotspots.
- Policy 8.5 Encourage the provision of bus shelters, turn-out lanes, etc. in new developments to promote the use of public transit.

Issue: Intergovernmental Cooperation

Air quality is a regional issue that the City of Whittier cannot address alone. Regional and interagency cooperation is needed if programs are to be successful and beneficial to the South Coast Air Basin.

Goal 9: Maximize the effectiveness of air quality control programs through coordination with other government agencies.

- Policy 9.1 Participate in the SCAQMD rule development process on regulations which impact the City of Whittier to ensure that City concerns are resolved early in the process.
- Policy 9.2 Verify that new local commercial and industrial establishments obtain all necessary SCAQMD permits prior to development.
- Policy 9.3 Support state and federal legislation that results in improved air quality in the South Coast Air Basin.
- Policy 9.4 Participate with neighboring cities in efforts to improve regional and subregional transit.

IMPLEMENTATION PROGRAMS

The Air Quality goals and policies will be implemented through a variety of programs and measures. Table 6-1 identifies the specific programs that address each policy. A discussion of each program can be found in Section 10.

Section 6: Air Quality Element (continued)

**TABLE 6-1
 AIR QUALITY IMPLEMENTATION**

Goal	Policy	Implementation Measure
1. Reduce emissions associated with automobile use.	1.1 Enhance transit service.	Public Transit
	1.2 Promote transit service & availability.	Public Transit SCAQMD Funds
	1.3. Support development of a transit center.	Southern Pacific Railroad Depot
	1.4 Support trip-reduction programs.	Flextime Work Schedules
	1.5 Encourage participation in Transportation Management Associations/Organizations (TMA/TMO).	Transportation Management Associations
	1.6 Encourage walking and bicycling.	Bikeways & Equestrian Trails Pedestrian & Bicycle Routes
	1.7 Encourage local merchants to offer incentives to customers who use transit or walk or bicycle to shop.	Bicycle Facilities
2. Reduce truck emissions.	2.1 Encourage diversion of peak hour truck traffic.	Through Truck Routes
	2.2 Work to improve roadway safety by designing roadways to accommodate trucks.	Traffic Safety Programs
	2.3 Encourage trucks operating within the City to maintain safety equipment and operate at safe speeds.	Traffic Safety Programs
3. Reduce directly emitted vehicle emissions.	3.1 Reduce idling emissions by improving traffic flow.	Synchronized Signals Signal Controls Analysis Traffic Improvements
	3.2 Encourage the use of alternative fuels in City vehicles.	City Vehicles & Equipment

Section 6: Air Quality Element (continued)

TABLE 6-1
AIR QUALITY IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
4. Reduce vehicle emissions through parking design.	4.1 Promote parking facility designs.	Parking Standards Review
	4.2 Support easing of parking requirements on a case-by-case basis.	Parking Standards Review
	4.3 Support community activities where parking is temporarily restricted.	Temporary Parking
	4.4 Encourage centrally located parking in Uptown and other shopping areas.	Uptown Parking
	4.5 Encourage landscaping in parking areas.	Construction-related air quality impacts
5. Reduce emissions associated with vehicle miles traveled.	5.1 Maintain the City of Whittier's existing favorable balance of job and housing opportunities.	Jobs/Housing Balance
	5.2 Work cooperatively with adjacent job-rich communities.	Jobs/Housing Balance
	5.3 Encourage mixed-use developments.	General Plan & Zoning Ordinance Consistency
	5.4 Encourage residential growth to occur in and around commercial activity centers and transportation node corridors.	General Plan & Zoning Ordinance Consistency
	5.5 Promote telecommuting and teleconferencing activities.	Telecommuting & Teleconferencing

TABLE 6-1
AIR QUALITY IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
6. Reduce emissions associated with energy consumption.	6.1 Support the use of energy-efficient equipment and design.	Energy Conservation
	6.2 Encourage energy conservation features in new developments.	Energy Conservation
	6.3 Support passive solar design in new construction.	Energy Conservation
	6.4 Support public participation in recycling programs.	Source Reduction & Recycling Element
	6.5 Support use of drought-resistant vegetation.	Water Conservation
7. Reduce fugitive dust emissions.	7.1 Encourage feasible fugitive dust reduction techniques.	Construction-related air quality impacts
	7.2 Support the use of efficient equipment and practices.	City Vehicles & Equipment
	7.3 Support subdivision design which minimizes grading and maintains the natural topography.	Hillside Standards
8. Reduce emissions through siting and building design standards.	8.1 Support the use of low polluting construction materials and coatings.	Low-Polluting Materials
	8.2 Assess the air pollution impacts of all projects uniformly.	Environmental Review
	8.3 Actively encourage the separation of sensitive receptors, from sources of toxic emissions.	Toxic Emissions Landfill Monitoring System
	8.4 Actively encourage the separation of sensitive receptors from potential carbon monoxide hotspots.	Carbon Monoxide Hotspots
	8.5 Encourage the provision of bus shelters, turn-out lanes, etc. in new developments.	Public Transit Facilities

TABLE 6-1 AIR QUALITY IMPLEMENTATION (continued)		
Goal	Policy	Implementation Measure
9. Maximize the effectiveness of air quality control programs.	9.1 Participate in the SCAQMD rule development process.	Air Quality Coordinator Inter-Agency Coordination
	9.2 Verify that new establishments obtain all necessary SCAQMD permits.	SCAQMD Permits
	9.3 Support state and federal legislation on air quality.	Air Quality Coordinator Environmental Regulations
	9.4 Participate with neighboring cities.	Public Transit Program

AIR QUALITY MANAGEMENT PROGRAM

There are a variety of state and federal regulations relating to air quality and the reduction in air pollution for the improvement of the environment. The City of Whittier is committed to an active role in the improvement of air quality in the region through this Air Quality Element. It shall coordinate with various regulatory agencies in implementing air quality management programs for the City and surrounding area. Current air quality regulations are summarized below.

Federal Clean Air Act

The federal Clean Air Act (1977 Amendments) stated that designated agencies in any area of the nation, not meeting national clean air standards, must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. The South Coast Air Basin could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM₁₀. Congress enacted amendments to the Clean Air Act in October 1990 that extend this deadline to 2010 for all areas, including Southern California, that have severely degraded air quality.

In the South Coast Air Basin, the agencies designated by the governor to develop regional air quality plans are the South Coast Air Quality Management District and the Southern California Association of Governments (SCAG). The two agencies adopted a revised Air Quality Management Plan (AQMP) in July, 1991.

California Clean Air Act

In 1988, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA amended the enabling authority for air pollution control districts in California. The legislature gave these districts, including the SCAQMD, broad new authority through the CCAA to regulate

Section 6: Air Quality Element (continued)

motor vehicle use with indirect source controls in areas that have not met national or state ambient air quality standards.

The CCAA requires that regional emissions be reduced by 5 percent per year, averaged over 3 year periods, until attainment can be demonstrated. Each area that does not currently meet a national or state ambient air quality standard is to prepare a plan which demonstrates how the 5 percent reductions will be achieved. A plan was to be locally adopted and submitted to the California Air Resources Board (ARB) by June 30, 1991. Areas, including the South Coast Air Basin, with the most heavily degraded air quality are required by the CCAA to reduce emissions 50 percent from 1987 levels by December 31, 2000. Plans must be updated in 1998 if attainment cannot be demonstrated by the year 2000.

1991 Air Quality Management Plan

In July 1991, the South Coast Air Quality Management District adopted the 1991 Air Quality Management Plan, which was prepared to address the requirements of the California Clean Air Act. Local governments are required by the 1991 AQMP to implement specified AQMP measures, but the 1991 AQMP differs from the earlier 1989 AQMP in how local governments must comply. Truck restriction and parking management, including policies to revise parking codes, are the only measures required by the 1991 AQMP for inclusion in an air quality element for a city without a large special event center. Bicycle routes which facilitate home/work commuting are required in a general plan, although not necessarily in an air quality element. Other measures can be implemented through adoption of ordinances at least as stringent as model ordinances to be developed by the SCAQMD.

The 1991 AQMP requires local governments to adopt ordinances for the following strategies:

- Person work trip reduction;
- Non-motorized transportation;
- Employer rideshare and transit incentives;
- Auto use restrictions;
- Parking management;
- Merchant transportation incentives;
- Auto use restrictions; and
- Truck dispatching, rescheduling, and rerouting.

The SCAQMD declared its intent to adopt backstop rules that would be imposed in any city where implementation ordinances are determined by the SCAQMD to be inadequate. Additional local government measures, including control of emissions associated with new construction and reducing emissions from energy use, are also suggested in the AQMP. Measures for which the SCAQMD intends to adopt model ordinances are described below and are summarized in Table 6-2.

Section 6: Air Quality Element (continued)

**TABLE 6-2
LOCAL ACTIONS REQUIRED OR RECOMMENDED BY 1991 AQMP**

AQMP STRATEGY	ORDINANCE		GENERAL PLAN	OTHER
	Required	Optional		
Alternative work weeks, telecommuting by government employees	X			
Alternative work weeks, telecommuting, trip reduction by local employers	X			
Telecommuting centers for new developments	X			
Set-aside local resident space for employers with multiple facilities	X			
Zoning and licensing to allow telecommuting and home employment	X			
Non-work trip reduction programs for special event centers	X			
Bicycle routes that support job and non-work trips			X	
Parking for bicycles, showers and locker facilities for new commercial and industrial facilities	X			
Trip reduction plans for employers of 100 and buildings housing 100	X			
Support for Transportation Management Association formation		X		
Parking management practices			X	
Revised parking codes			X	
Clean Streets Program	X			
Auto-free zones for special event centers (where applicable)			X	
Customer mode-shift incentives for large retail establishments	X			
Improved truck routing, delivery scheduling and shipping and receiving plans	X		X	
Supplemental development standards	X			
Actions to facilitate transit for regional shopping centers	X			
Local implementation of Regulation XV		X		
Data collection for SCAQMD				X
Source: South Coast Air Quality Management District. 1991 AQMP Appendices IV-C and IV-E.				

Indirect Source Program

The 1991 AQMP set forth the following local government measures as constituting its indirect source program, as required by the California Clean Air Act. The AQMP gives local governments the option of also adopting these measures and implementing them at the local level, or letting the SCAQMD adopt and implement them.

- Environmental review program;
- Trip reduction for schools;
- Supplemental development standards;
- Special activity centers;
- Enhanced Regulation XV;
- Truck programs;
- Registration program; and
- Sensitive receptor review for risks from toxic air contaminants.

AQMP Conformity

The U.S. Environmental Protection Agency requires that local and regional components of state implementation plans (SIPs) that are developed to meet federal standards include conformity procedures for evaluating federally funded projects. Conformity demonstration procedures for the 1989 AQMP extended these demonstration requirements to non-federally funded capacity-enhancing wastewater treatment projects and to regionally significant transportation and general development projects. Guidelines for demonstrating this conformity were developed by SCAG and approved by the SCAQMD and ARB. These conformity requirements were also extended to the 1991 AQMP. Criteria for determining whether a project is required to demonstrate conformity are shown in Table 6-3.

**TABLE 6-3
SIZE CRITERIA FOR PROJECTS
REQUIRING AQMP CONFORMITY REVIEW**

- | | |
|-----|--|
| 1. | Airports with at least 50 based aircraft, 25,000 annual itinerant operations or 35,000 local operations |
| 2. | Airports served by a CAB or PUC certified carrier |
| 3. | Public use airports more than 20 miles away from the nearest airport meeting the above criteria |
| 4. | Sports, entertainment or recreation facilities that accommodate at least 4,000 people per performance, or that contain 1,500 fixed seats or more |
| 5. | Office building or office parks that employ more than 1,000 people or contain over 250,000 square feet. |
| 6. | Hotels or motels with 500 rooms or more |
| 7. | New electrical generating facilities or expansion of existing generating facilities |
| 8. | Transmission lines with capacity of 22 kw or more |
| 9. | Flood control project, dams, reservoirs or debris basins on or affecting a major water body that has a tributary area greater than 20,000 acres at the county line, or facilities on a drainage course having a tributary basin greater than 50,000 acres and draining directly into the ocean |
| 10. | Projects in an area that is designated to be of regional significance and concern in the SCAG-adopted Conservation and Open Space Plan |

**TABLE 6-3
SIZE CRITERIA FOR PROJECTS
REQUIRING AQMP CONFORMITY REVIEW (continued)**

11. Industrial plants and industrial parks that employ more than 1,000 people, occupy more than 40 acres of land or contain more than 650,000 square feet of floor space
12. Mining operations with more than 40 acres or producing 600,000 short tons annually
13. Petroleum or gas refineries, recovery operations, storage facilities or expansion of existing facilities (not gas station storage facilities)
14. Designation of a drilling district
15. Petroleum and gas pipelines that are part of a national distribution system
16. Water ports, or the expansion of an existing port, so that capacity is increased by at least one million short tons of cargo per year
17. Small craft harbors with 300 or more boat slips or open water moorage, or expansions of an existing harbor to accommodate at least 300 additional boat slips or open water moorage
18. Residential development including mobile home parks with 500 dwelling units or more
19. State highways and arterial roads (construction or major modification) or roads that provide primary access to a regionally significant area (designated in the SCAG-adopted Conservation and Open Space Plan)
20. Construction of a post-secondary school, public or private, for 3,000 students or more, or expansion of an existing facility having a capacity of 3,000 students or more by an addition of at least 20 percent more students
21. Sewage treatment facilities with a capacity of at least 750,000 gallons per day, or the expansion of an existing facility by at least that much, and any proposed interceptor
22. Shopping centers or trade centers that employ 1,000 persons or more, or contain 500,000 square feet of floor space
23. Class I solid waste disposal sites or the expansion of an existing Class I site, or other sites of more than 40 acres, or expansions of sites by at least 40 acres
24. Transit projects
25. Water treatment facilities with a capacity of 225,000 gallons a day or more, or the expansion of an existing facility by that much, and proposed major arterial water mains
26. Construction of a hospital of 500 beds or more, or expansion of a hospital of this size by 20% or more

General development projects subject to conformity review must demonstrate that they conform to the subregional job/housing balance goals established in the SCAG Growth Management Plan and incorporated in the AQMP. Such projects that do not conform to these goals must implement trip reduction measures, user fees, or other appropriate mitigation measures which will achieve reductions in vehicle miles traveled (VMT) equivalent to the amount that SCAG estimates would be achieved through meeting the job/housing balance target. The 1991 AQMP simply calls for transportation demand measures equivalent to the job/housing performance goal. These measures must be in addition to all those otherwise required in the AQMP. Job/housing balance is one option for achieving these reductions.

Initially, SCAG performs the conformity review for all applicable projects. Once a city or county has adopted an air quality element consistent with the AQMP, the local jurisdiction takes over the conformity monitoring and SCAG review is no longer required. Each city or county is responsible for monitoring the cumulative impact of small projects within its jurisdiction to determine whether progress is being made towards achieving job/housing balance. Semiannual reports on local actions to implement the Plan, as well as progress towards achieving job/housing balance or equivalent reductions in VMT are required by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (AQMD) in order to compile reports required by the California Air Resources Board as part of its 1989 AQMP approval action.

Section 6: Air Quality Element (continued)

Conformity Procedures for the 1991 AQMP were issued by SCAG in May, 1991. They require that environmental documentation for all regionally significant general development projects be forwarded to SCAG for review through the Inter-Governmental Review process. Staff will complete its review within the California Environmental Quality Act (CEQA) review period, providing the document is received by SCAG at the beginning of the review period. SCAG will charge a fee to cover staff review time and expenses.

Conformity procedures for general development projects are similar to those for the 1989 AQMP. Two areas of difference are (1) that mitigation measures which achieve reductions in vehicle miles traveled equivalent to that which would be achieved through jobs/housing balance can be substituted for a jobs/housing balance demonstration, and (2) the analysis must show the alternative with the least air quality impact rather than showing that the project will result in no significant long term adverse impacts on air quality.

Comments are advisory to the lead agency. Failure to respond to SCAG's comments could establish a basis for legal challenge. Staff comments are subject to appeal to the Executive Committee. Once a local jurisdiction finds its general plan to be consistent with the AQMP, it may assume responsibility for making its own conformity findings.

Conformity results when a project is contributing to attainment of the appropriate regional VMT target for its subregion. The VMT reduction target for the Long Beach/Downey subregion is 1,250,000 miles. Transportation control measures used to make this finding must be in excess of current requirements, including Regulation XV, and other AQMP transportation measures. Alternatively, the project may show conformity by contributing to the jobs/housing performance ratio for the subregion.

Local Facilities

Whittier's economy is diversified, ranging from educational, medical, and waste disposal facilities, to professional and government offices, to subregional retail centers, to truck distribution centers, to small to medium manufacturing companies. This latter category includes machine shops, printers, metal casters, food processors, building supplies, etc. The largest manufacturer in terms of employees is Calcor Space Facility, Inc. with 330 employees; the largest single source of emissions is CMC Printed Bag.

Many local facilities are covered by SCAQMD regulations. Examples of the types of industries which would be regulated include those which conduct metal plating, manufacture fiberglass and plastic products, use or store organic solvents, utilize degreasing equipment, and use materials which emit hazardous air pollutants. Landfills are subject to regulation. The SCAQMD controls solvent emissions from dry cleaners, print shops, metal platers, etc. Internal combustion engines used in many operations are controlled. Commercial restaurants are subject to SCAQMD regulations covering charbroilers.

Section 6: Air Quality Element (continued)

Any new, or modified existing, source of emissions that emits more than one pound a day of a regulated air pollutant is subject to the requirements of the recently revised SCAQMD Regulation XIII, which requires that all increases in emissions be offset by achieving at least an equal amount of reductions from existing sources. Small sources, (i.e. sources emitting less than two tons/year of any regulated contaminant) are eligible to receive these offsets from the Community Bank, which is funded through shutdowns of facilities throughout the Basin. In addition, new or modified equipment is required to install Best Available Control Technology (BACT), as specified by the SCAQMD.

Facilities which do not directly emit pollutants but which attract concentrations of motor vehicles are called indirect sources. Within this category, facilities with 100 or more employees are regulated by the SCAQMD's Regulation XV.

Regulation XV

The South Coast Air Quality Management District's Regulation XV applies to all facilities which employ 100 or more persons at a single site. Employers subject to the regulation are required to develop plans which include sufficient incentives to bring the average vehicle ridership in employee vehicles to 1.5 persons. In 1991, there were 35 facilities in the City of Whittier which had 100 or more employees at one site. Some employers, such as the Whittier Unified School District, have several facilities which are subject to the regulation.

Regional Clean Air Incentives Market

In March, 1992, the South Coast Air Quality Management District Board authorized staff to begin development of a regulatory system that would be a major departure from the traditional command and control system. The new program is titled RECLAIM, for Regional Clean Air Incentives Market. Companies subject to the new regulations will be able to achieve required emission reductions of reactive organic gasses, nitrogen oxides, and, potentially, sulfur oxides through their choice of add-on controls, use of reformulated products, and/or purchasing excess emission reductions from other sources. Equipment permits will be replaced with facility permits. Emission rates are to be replaced with mass emission limits. Retrofit control rules will be replaced with annual emission reductions.

The District is recommending that source categories with annual emissions equal to or greater than four tons of these pollutants be included in the program. They estimate that the program will apply to approximately 2,000 sources of reactive organic gases (ROG), 700 sources of NO_x emissions, and possibly 100 sources of SO_x emissions. Certain essential public services, restaurants, dry cleaners, and gasoline dispensing facilities will be regulated through command and control rules. Additional small source exemptions may also be considered where it appears more cost effective to regulate through source specific rules. Sources that emit less than four tons a year may be included in the program at a later date.

SECTION 7: PUBLIC SAFETY ELEMENT

INTRODUCTION

The Public Safety Element of the *Whittier General Plan* presents a citywide approach for preventing the creation of hazards in the planning area and for minimizing the potential for injury, damage, and disruption by catastrophes and emergencies. The Element establishes safety standards and programs that protect life and property. Public safety standards include guidelines for activities involving risk to the public, as well as measures to follow when development occurs in areas exposed to natural or manmade hazards. Public safety programs include procedures to follow to eliminate and avoid hazards, emergency response procedures to follow during disasters, and a reconstruction plan for the City after a disaster.

The Public Safety Element addresses both natural and manmade hazards such as earthquakes, flooding, landslides, fire, crime, and hazardous materials/wastes contamination. In dealing with these issues, it is prudent to consider prevention as the first step in hazard mitigation. This may be accomplished by the elimination of the hazard, isolation/avoidance of the hazard, or the regulation of land uses and structures in known hazard areas. When prevention is not possible, the hazard must be planned for. Emergency planning means the formulation of strategies to minimize human injury, property damage, and economic and social disruption. It also addresses measures necessary to return the functions of the City to normal conditions soon after a disaster.

As a state-mandated element, the Public Safety Element fulfills the requirements of *Section 65302(g) of the California Government Code* and the *State Planning and Zoning Law*. The Element establishes goals and policies which address public safety issues in the City. The Element also serves as a public safety plan, identifying standards and programs to protect public safety and outlining facilities and services that will serve the emergency needs of the City. The Public Safety Element indicates the location of known hazard areas and available evacuation routes. It indicates peak water supply requirements, minimum road widths, clearances around structures, and other factors affecting safety procedures. Finally, the Element contains a comprehensive risk management program for dealing with different hazards and disasters which may occur in the planning area.

The Public Safety Element Background Report provides the analysis of the public safety issues that need to be considered in future planning in the City. The major issues are summarized below.

- The geology of the region largely determines the presence of natural hazards in Whittier. Seismic hazards are created by the Whittier fault and the more than 95 potentially active faults in the Los Angeles region. Other earthquake faults that would affect the City of Whittier include the Elsinore/Chino fault, the Elysian Park Fold and Thrust Belt, Newport-Inglewood, Sierra Madre, Palos Verdes, San Jacinto, San Andreas, and Norwalk faults. Hazards associated with earthquakes include surface rupture, ground failure, slope failure, liquefaction, seismic waves, structural collapse, dam failure

Section 7: Public Safety Element (continued)

and inundation, and infrastructure damage. The 1987 earthquake in the Whittier Narrows area has given the City recent experience with an earthquake disaster.

- The hillside areas pose landslide, erosion, debris flow, and wildfire hazards. Programs that will be effective in reducing the level of risk must be continued. Flooding and dam inundation are presented by the Whittier Narrows Dam on the northwest and water reservoirs on the hillsides. Affected developments need to be informed of evacuation plans and procedures. The City has had recent experience with slippage of hillside areas.
- Fire, crime, and hazardous material accidents are man-made hazards in the area. The large number of hazardous material users and generators in the City pose risks with accidental release and contamination. Substandard electrical systems, industrial uses, power lines, and gas lines have a potential for fire. Crime incidence and gang violence undermine the safety and security of the community. In Whittier, the majority of crime consists of petty theft, residential burglary, auto theft, and vehicle burglary.
- Emergency services in the City are provided by the Whittier Police Department, the County Fire Department, and local hospitals. Emergency shelters have also been designated. The City has adopted an Emergency Response Plan which needs to be updated regularly to determine the adequacy of emergency services and to improve coordination and response programs. Public awareness programs can aid in reducing injury and property damage during disaster and emergencies by informing and educating citizens of potential hazards before they happen.

These issues and opportunities provide the basis for the goals, policies, and programs in the Public Safety Element.

PUBLIC SAFETY GOALS AND POLICIES

The goals and policies of the Public Safety Element respond to the different safety concerns that are present in the City. The policies established by the City are grouped together under five specific goals. These goals address overall protection from hazards, the provision of adequate safety services, protection from seismic hazards and the regulation of hazardous materials use and disposal. They are intended to prevent hazardous conditions, to protect residents from harm, and to prepare the City for unavoidable disasters.

Issue: Protection from Hazards

The protection of life and property from hazards is the major objective of the following goal and supporting policies. Future planning that takes into account the natural and manmade hazards in the City, will improve the level of safety for all residents.

Section 7: Public Safety Element (continued)

Goal 1 Promote an environment that is reasonably safe from hazards so that Whittier residents may conduct their daily lives free from fear and apprehension.

- Policy 1.1 Continue to work for the highest quality of fire, police, and health protection possible for all Whittier residents.
- Policy 1.2 Continue to cooperate with public agencies and support service providers to develop emergency preparedness programs to reduce injury, loss of life, and property damage.
- Policy 1.3 Continue to provide fast, efficient, and reliable assistance to disaster victims and to areas where conditions warrant evacuation of people and property.
- Policy 1.4 Promote emergency preparedness through public education and awareness programs on safety, earthquake preparedness, crime prevention, and fire and hazard prevention.
- Policy 1.5 Promote the study, adoption, and review of regulations designed to assure appropriate and safe development in hazardous areas.

Issue: Seismic Risk and Other Hazards

The presence of the Whittier fault and geologic hazards (landslides, liquefaction, etc.) in the City expose individuals in the area to injury and property damage that may occur with these risks. The City seeks to prevent these hazards, as well as minimize the harm and damage that may result from disaster through sensible land use planning.

Goal 2 Minimize loss of life, injuries, damage to property, and social and economic dislocation resulting from future regional or local seismic activity.

- Policy 2.1 Develop land use regulations that will mandate the review, evaluation, and restriction of development in areas where there are recognized hazards.
- Policy 2.2 Provide for the orderly abatement of structural hazards within the community, consistent with the degree of earthquake risk the community is willing to accept.
- Policy 2.3 Maintain contingency plans which will help Whittier citizens respond to and recover from an earthquake as quickly and effectively as possible.

Section 7: Public Safety Element (continued)

Issue: Safety Services

The City of Whittier provides a number of safety services to promote public health and safety in the City. These services determine the level of safety and the sense of security that residents feel.

Goal 3 Maintain and enhance safety and emergency services in the City.

- Policy 3.1 Coordinate fire protection services with the County Fire Department.
- Policy 3.2 Maintain an adequate emergency response system.
- Policy 3.3 Assist the police and fire departments in monitoring the safety of all developments in the City.
- Policy 3.4 Continue to maintain fire safety through building inspections, weed abatement, and other programs.
- Policy 3.5 Provide adequate fire and police services for new developments in the planning area.
- Policy 3.6 Periodically review the City's emergency equipment and shelters to ensure that they are adequate to meet the needs of changing land uses and development types.

Issue: Hazardous Materials

Hazardous materials present health risks due to contamination, prolonged exposure, or potential explosion. While there are safety precautions for hazardous materials use and disposal, the mishandling or accidental release of these materials can compromise the health and safety of Whittier residents.

Goal 4 Develop programs to protect residents and businesses from hazardous materials contamination.

- Policy 4.1 Support the enforcement of state and federal environmental and pollution control laws. The City should work with the Fire Department to require hazardous materials users and generators to prepare procedures for responding to accidental spills and emergencies.
- Policy 4.2 Promote the proper disposal of hazardous materials and prohibit the disposal of hazardous materials at the Savage Canyon Landfill. Random checks of incoming trucks to the landfill shall be continued. At the same time, develop programs to dispose of small quantities of households hazardous wastes.

Section 7: Public Safety Element (continued)

- Policy 4.3 Designate routes for trucks carrying hazardous materials and preventing trucks from using residential and local streets.
- Policy 4.4 Work with the County Fire Department and adjacent cities on emergency response plans for hazardous material accidents.

Issue: Crime and Violence

Crime and violence represent the greatest threat to personal safety for many City residents. The City of Whittier seeks to reduce the incidence of crime and violence in the City through the provision of adequate police services and programs that deter criminal activity.

Goal 5: Reduce crime and violence in the City.

- Policy 5.1 Regularly review police services to determine the adequacy and quality of service.
- Policy 5.2 Continue to provide programs that deter crime and violence in Whittier and the surrounding area.
- Policy 5.3 Encourage neighborhood groups to assist the police in crime prevention and law enforcement.
- Policy 5.4 Develop programs for discouraging crime and gang violence in the city.
- Policy 5.5 Work with other agencies and jurisdictions to promote safe driving to minimize traffic accidents.

IMPLEMENTATION PROGRAMS

In order to improve public safety in Whittier, specific measures have been developed to implement the goals and policies in the previous section. Table 7-1 provides a list of implementation measures for each goal and policy. A discussion of each measure is provided in Section 10.

TABLE 7-1 PUBLIC SAFETY IMPLEMENTATION		
Goal	Policy	Implementation Measure
1. Provision of a safe environment.	1.1 Continue to provide fire, police, and health protection.	Police & Fire Department Review Police Services Fire Protection Services

Section 7: Public Safety Element (continued)

TABLE 7-1 PUBLIC SAFETY IMPLEMENTATION (continued)		
Goal	Policy	Implementation Measure
Provision of a safe environment (continued)	1.2 Cooperate with state and local agencies on emergency preparedness programs.	Plan Check Hillside Standards Disaster Planning Safety Information Programs City Emergency Plan
	1.3 Continue to provide assistance to disaster victims.	Safety and Emergency Practices on Television Police Services City Emergency Plan
	1.4 Encourage public education and awareness programs on safety.	Safety and Emergency Practices on Television Newsletter Safety Guidelines Emergency Preparedness Brochures Safety Information Programs
	1.5 Promote regulations for development in hazardous areas.	Uniform Building Code New Technology Geologic Investigations
2. Minimize seismic hazards.	2.1 Develop land use regulations for development on hazardous areas.	Plan Check Hillside Standards Seismic Safety Standards
	2.2 Provide abatement of structural hazards.	Substandard Dwelling Units and Structures Plan Check Storm Drain Facilities
	2.3 Maintain contingency plans for earthquake disasters.	Disaster Recovery Program Volunteer Groups Emergency Preparedness Brochures State & Federal Reconstruction Programs

Section 7: Public Safety Element (continued)

TABLE 7-1
PUBLIC SAFETY IMPLEMENTATION (continued)

Goal	Policy	Implementation Measure
3. Maintenance of safety and emergency services.	3.1 Coordinate with the L.A. County Fire Department.	Fire Protection Services Fire Protection Status Report
	3.2 Maintain an adequate emergency response system.	Police Services Fire Protection Services Disaster Planning
	3.3 Assist the police and fire departments in monitoring public safety.	City Emergency Plan Disaster Planning Hydrant Capacity
	3.4 Maintain fire safety.	Substandard Dwelling Units & Structures Plan Check
	3.5 Provide adequate fire and police services for new developments.	Police & Fire Department Review Police Services Fire Protection Services
	3.6 Review emergency equipment and shelters for adequacy.	Communication Systems City Emergency Plan
4. Protection from hazardous materials contamination.	4.1 Support state and federal environmental and pollution control laws.	Environmental Regulations Inter-agency Coordination
	4.2 Promote the proper disposal of hazardous materials.	Inventory of Hazardous Material Users Hazardous Waste Segregation Landfill Monitoring Systems Hazardous Waste Management Plan Landfill Reclamation Plan
	4.3 Designate routes for trucks carrying hazardous materials.	Truck Routes Hazardous Material Transport
	4.4 Work with the County Fire Department and adjacent cities on emergency response plans for hazardous material accidents.	Environmental Regulations Inter-Agency Coordination Inventory of Hazardous Materials Users

TABLE 7-1 PUBLIC SAFETY IMPLEMENTATION (continued)		
Goal	Policy	Implementation Measure
5. Works towards the reduction of crime and violence in the City.	5.1 Regularly review police services to determine adequacy and quality of service.	Police & Fire Department Review Police Services Accident & Crime Statistics
	5.2 Continue to provide programs that deter crime and violence in Whittier and the surrounding area.	Police and Fire Department Review Safety Information Programs Neighborhood Watch Groups
	5.3 Encourage neighborhood groups to assist the police in crime prevention and law enforcement.	Neighborhood Watch Groups
	5.4 Develop programs for discouraging crime and gang violence in the city.	Neighborhood Watch Groups Disaster Planning
	5.5 Work with other agencies and jurisdictions to promote safe driving to minimize traffic accidents.	Traffic Safety Programs

PUBLIC SAFETY PLAN

The above goals and policies and supporting implementation programs serve as the foundation for a Public Safety Plan. The Plan provides for maximum protection in the face of any hazard. The priority for public safety, health, and security is the protection of human life. Public safety also involves the protection of property. Property damage is dependent on structural design and the building's capability to withstand natural or manmade disaster. Thus, structural integrity is also a major factor in the prevention of injury, as most people are within one structure or another throughout the day. Another safety issue is the avoidance of social and economic disruption, caused by the destruction of property and human injury or death. The protection of life and property and the prevention of social and economic disruption are the primary objectives of the Safety Plan for the City of Whittier.

Safety Standards

In order to promote public safety throughout the City, Whittier has developed standards to prevent the creation of hazards in the planning area, to eliminate existing hazards, to protect residents from existing hazards, and to prepare the City for a potential disaster.

Section 7: Public Safety Element (continued)

- **Land Use Standards** - The City regulates land uses to avoid the creation of hazards or prevent exposure to hazards. This would include the regulation of uses with hazardous materials use and disposal, uses with high fire risks, and uses attracting crime and accidents. Low density development in hazard areas also reduce risk exposure.
- **Site Planning Standards** - The City regulates development in hazardous areas to minimize the exposure of residents to risks. These hazard areas include earthquake faults, landslide areas, steep slopes, and other geologic hazards, dry brush areas, industrial areas, power transmission lines, high pressure gas lines, and flood areas.
- **Regulation of Activities** - The City also provides standards for the conduct of activities which unnecessarily expose residents to hazards. This includes the prevention of congregations or large populations in known hazardous areas, the requirement for spark arresters for off-road vehicles, the preparation of survey and investigation prior to hillside development, and other regulations.
- **Changes in Conditions** - The City alters some conditions to help eliminate existing hazards. The provision of fire breaks, controlled burning, or removal of dry brush reduces wildland fire hazards. The construction of storm drain facilities eliminates flood hazards. The landscaping and creation of manufactured slopes stabilizes the hillsides.
- **Building Standards** - Building standards provide minimum standards for construction. They ensure that all buildings and structures are safe for occupancy and use. The City has adopted building codes, fire safety codes, fire-retardant construction, unreinforced masonry requirements, hillside standards, and earthquake design standards to reduce hazards in the City. The City should develop standards for addressing geologic hazards such as landslides, erosion, liquefaction, debris flow, and surface rupture. Standards for development within one-half mile of the Whittier Fault, inundation areas, wildfire areas, and industrial areas will reduce the potential for injury and damage to development.

Seismic Safety and Inundation Zone

The Safety Plan recognizes the presence of seismic hazards in the City as identified in the Public Safety Background Report. These hazards include the Whittier fault, potential landslide areas, graded areas, flood hazards, wildfire and urban fire hazards, inundation areas of the Whittier Narrows Dam and major water reservoirs, and hazardous material users (see Exhibit 7-1).

Section 7: Public Safety Element (continued)

Many of these hazards are located in the Puente Hills. The Land Use Plan in the Land Use Element acknowledges the presence of these hazards and has designated low density uses for the hillside areas north and northeast of the City. In order to provide increased protection for development in hazard zones, the following standards should be followed:

- Geologic investigations should be performed for projects within one-half mile of the Whittier fault trace. Buildings should be located away from the fault, as much as possible. Investigations should also be performed for development on potential landslide areas.
- Areas with slopes greater than 20 percent should be subject to engineering design methods to achieve adequate foundation support.
- Exposed slopes should be landscaped immediately after grading, to prevent erosion and mudflow.
- Projects within or near identified flood hazard areas should be constructed to withstand floodwaters at a capacity of the 100-year flood or should include storm drain improvements to eliminate potential flooding.
- Projects planned in areas with dry brush, steep slopes, or limited access should use fire-resistive building materials and landscaping and other fire safety measures.
- Residential uses near hazardous material users, high pressure gas lines, high voltage power transmission lines and power distribution plants should be buffered by landscaping, setbacks, or walls.
- Developments within dam and reservoir inundation areas should be notified of evacuation procedures and warning systems.
- Water lines and utilities infrastructure in hazard zones should be designed with a higher safety factor.
- Buildings not built to current code standards and located within hazard zones or existing structures which are susceptible to damage from onsite hazards should be rehabilitated at the earliest time possible.
- The inundation hazards of the Whittier Narrows Dam cannot be controlled within the City. Flooding from City reservoirs can be prevented by the construction of earthquake-resistant dams and reservoirs. Reservoirs should also be located away from the Whittier fault zone.



SOURCE: Fault Evaluation Report FER-41, Dec. 12, 1977, Drew P. Smith - (Supplement) Apr. 20, 1979, E. W. Hart, CDMG; Calif. Div. of Mines & Geology, Open File Report 88-21, "Landslide Hazards in the Puente Hills and San Jose Hills", by Siang Tan; Flood Insurance Rate Maps; SNR Company.



Landslide Susceptibility

Inundation Areas



Floods

Well-Located
Surface Fault Trace



Inferred Buried
Fault Trace

NORTH



0 5000 scale in feet

DEA

DAVID EVANS AND ASSOCIATES, INC.

City of Whittier



GENERAL PLAN

EXHIBIT 7-1
HAZARD ZONES

Fire Hazards

Extreme risk for wildfire is provided by areas with chaparral vegetation on steep slopes (40 to 50 percent slopes) and where there is limited access for fire control equipment. High risks are posed by grasslands and woodlands with somewhat limited access and by slopes of 20 to 40 percent. Low risks are urban areas where fire access is available and the terrain is relatively flat or up to 20 percent slope. Urban fire hazards are presented by industrial areas, hazardous material users, structures with substandard electrical wiring, high voltage power lines, and high pressure gas lines. Fire can also occur in any part of the City due to carelessness and accidents. In order to facilitate firefighting response, the City should have the following standards for areas with extreme to high risk for fire:

- There should be sufficient access for emergency vehicles and for the evacuation of residents in all areas of the City.
- Two or more access routes should be provided for all developments.
- All roadways to wildfire areas should be marked and addresses should be posted in plain view.
- Roadways should also allow two-way traffic with room for on-street parking.
- Water supply should be adequate and have sufficient pressure for fire suppression in the event of fire.

Critical Facilities

A critical facility is one that provides emergency services (fire and police, utilities, communication systems) or serves people who are injured or displaced during a disaster (hospitals, emergency shelters, schools). In order to allow these services to be functional during a disaster, building standards for critical facilities should exceed those required for other structures. Also, these facilities should be located away from identified hazards areas such as the Whittier fault, steep slopes, flood areas, and landslide areas. The following standards should be followed for critical facilities:

- Critical facilities should not be located within one mile of the Whittier Fault.
- Facilities should be designed for earthquake resistance and to remain fully operational in the event of an earthquake on the Whittier fault.
- Critical facilities should not be located on areas with high potential for landslide, erosion, liquefaction, flooding, or wildfire.

Section 7: Public Safety Element (continued)

- Facilities should be equipped to function independent of other critical facilities. Emergency back-up facilities should be provided.
- The City should review the stability of existing critical facilities to ensure that they would be able to function during a disaster. As with the rehabilitation of hazardous buildings, critical facilities should be given greater attention and stricter standards.

Access Roadways

The provision of adequate roadway widths will facilitate emergency response during a disaster. The City supports fire access standards that have been established by the County Fire Department to ensure access for firefighting equipment to all areas of the City. These standards are provided in the Background Report and will continue to be adhered to through the implementation of the General Plan.

Fireflow Standards

The water system must be capable of supplying adequate quantities of water for firefighting purposes. This is in addition to the daily supply for domestic demand in the area. Adequate reservoir capacity is determined by the availability of water for peak day supply plus fireflow requirements. Generally, peak day supply is twice the average day demand and total fireflow requirements are estimated by the population of the area. For Whittier, required fireflow is approximately 8,200 gallons per minute for at least 10 hours, or emergency reservoir capacity of five million gallons. The City's water department will continue to regularly review the system's adequacy and reliability to meet daily and emergency demands.

To ensure emergency water supply throughout the City, new construction is required to meet specific fireflow standards. Fireflows for individual structures are calculated according to size of the structure (floor area), type of construction (wood, non-combustible, fire-resistive), building height, availability of sprinkler systems, distance between buildings, and type of occupancy. Guidelines for estimating the required fireflow are available at the County Fire Department. The Department's Fire Prevention Bureau determines the minimum flows for new construction based on building plans. Developers are responsible for providing adequate fireflows. This process ensures that hydrant capacity is available to meet fire emergency needs of all developments.

Response Times

To minimize the injury and damage that may be caused by accidents and disasters, the City of Whittier has established the following standards for response times:

- Emergency calls should have a response time of three minutes or less in urban areas.
- Non-emergency calls should have a response time of 5 to 30 minutes.

Section 7: Public Safety Element (continued)

The three-minute standard is used for life and death situations where injury has caused heart failure or stoppage of breathing. It takes three minutes to cause permanent brain damage for persons who have stopped breathing or whose hearts have stopped pumping. With first aid or emergency assistance within this time frame, more lives can be saved. Shorter response times also prevent continued human injury and property destruction that may occur during a natural or manmade disaster.

Prevention - Safety Programs

The first approach to reducing or eliminating risks to public health and safety is to avoid the creation of hazards and conditions that present a risk. The creation of hazards may be avoided by controls in land uses, development locations, activities, alteration of conditions, and building standards. Prevention programs involve the implementation of the Safety Standards discussed earlier.

Hazards may also be reduced through abatement programs. Abatement may involve the rehabilitation of existing hazardous buildings to correct construction deficiencies. Hazardous buildings include buildings which may collapse during an earthquake or are highly susceptible to fire, flooding or geologic hazards. They include buildings constructed before the adoption and enforcement of current codes requiring earthquake resistant construction design, electrical system regulations, and fire prevention standards. Buildings constructed of unreinforced masonry, and those which have exterior parapets with ornamentation, or walls not anchored to floors, roofs or foundations are also susceptible to groundshaking hazards. Other hazardous buildings have sheeting on roof or floors which are not designed to handle lateral loads or have large wall openings that cannot withstand torsional forces. Structures that are not properly designed to resist lateral forces and those of non-ductile concrete frame construction are also hazardous. Buildings improperly designed to mitigate the geologic hazards on site and older buildings with deteriorating structural components can also pose hazards. These buildings present risks to their occupants and users and should be rehabilitated or removed.

Aside from fire resistant construction, fire hazard abatement in the City includes the creation of fire breaks, special fire resistant construction, brush removal, off-road vehicle inspection, prohibition of off-road vehicles in high hazard zones, and water reuse programs.

Existing flood zones in the City may be eliminated through the construction of adequate storm drain lines and catch basins. The principal avenue of hazard reduction lies in the enforcement of design and construction of dams to accommodate any probable seismic force and secondary hazards that may occur at a project site. The second method would be the strengthening of the existing community emergency preparedness program to efficiently evacuate areas within inundation boundaries.

Crime prevention is also an important concern in the City. The Whittier Police Department is continuously implementing ways to deter crime and violence in the City including public

Section 7: Public Safety Element (continued)

awareness programs, security systems, patrol beats, problem-oriented policing, and a host of other activities. By reducing the occurrence of crime, the City can be made a safer place.

Safety Programs - Protection

When hazards cannot be avoided, the second approach to public safety is the protection of residents from the harm presented by existing hazards. This may be effectively done by public awareness programs which encourage individuals to be responsible for protecting themselves and their property from hazardous conditions or situations. Knowledge and individual volition are often major factors in decreasing human injury, property damage and disruption.

Print media, television, and radio are effective tools to inform the general public of safety guidelines and measures. Schools also serve as an avenue to teach children at an early age of the various safety practices and procedures. An aggressive public awareness program may include open house displays and fire fighting demonstrations. These have proven particularly effective in impressing younger children and the general public with the force and dynamics of fire.

Earthquake preparedness in Whittier is promoted through public information programs dealing with safety procedures, the availability of emergency facilities, first aid seminars, earthquake kits and guidelines, and emergency drills. Other public information campaigns could include fire safety, evacuation procedures, flood protection, hazardous material use and disposal, and wildfire and erosion control.

Hazard protection is not limited to individual actions. It is a continuous effort in the City. There are hazards that cannot be predicted, prevented, or abated. Firefighters and police officers are always available to provide protection for all individuals. This includes services for emergency situations, 24-hour patrol for security, traffic safety and crime prevention, and monitoring of existing hazards in the area. Timely and proper response to critical situations protects residents and promotes public safety in the City. Developments are also inspected annually for fire safety and stability. By monitoring developments in all areas of the City, hazardous conditions are corrected before they cause harm and injury.

Safety Programs - Preparedness

The third approach for promoting public safety is emergency preparedness. By preparing the City for response to a disaster, injury and property damage may be minimized during such events. This calls for the development of an emergency preparedness program that ensures adequate facilities and manpower to handle any disaster in the City. While injury and property damage cannot be prevented once a disaster occurs, the City can minimize these by providing adequate emergency resources to respond at the earliest time possible. Mutual aid agreements with adjacent cities and service providers supplement the City's emergency facilities and capabilities.

Section 7: Public Safety Element (continued)

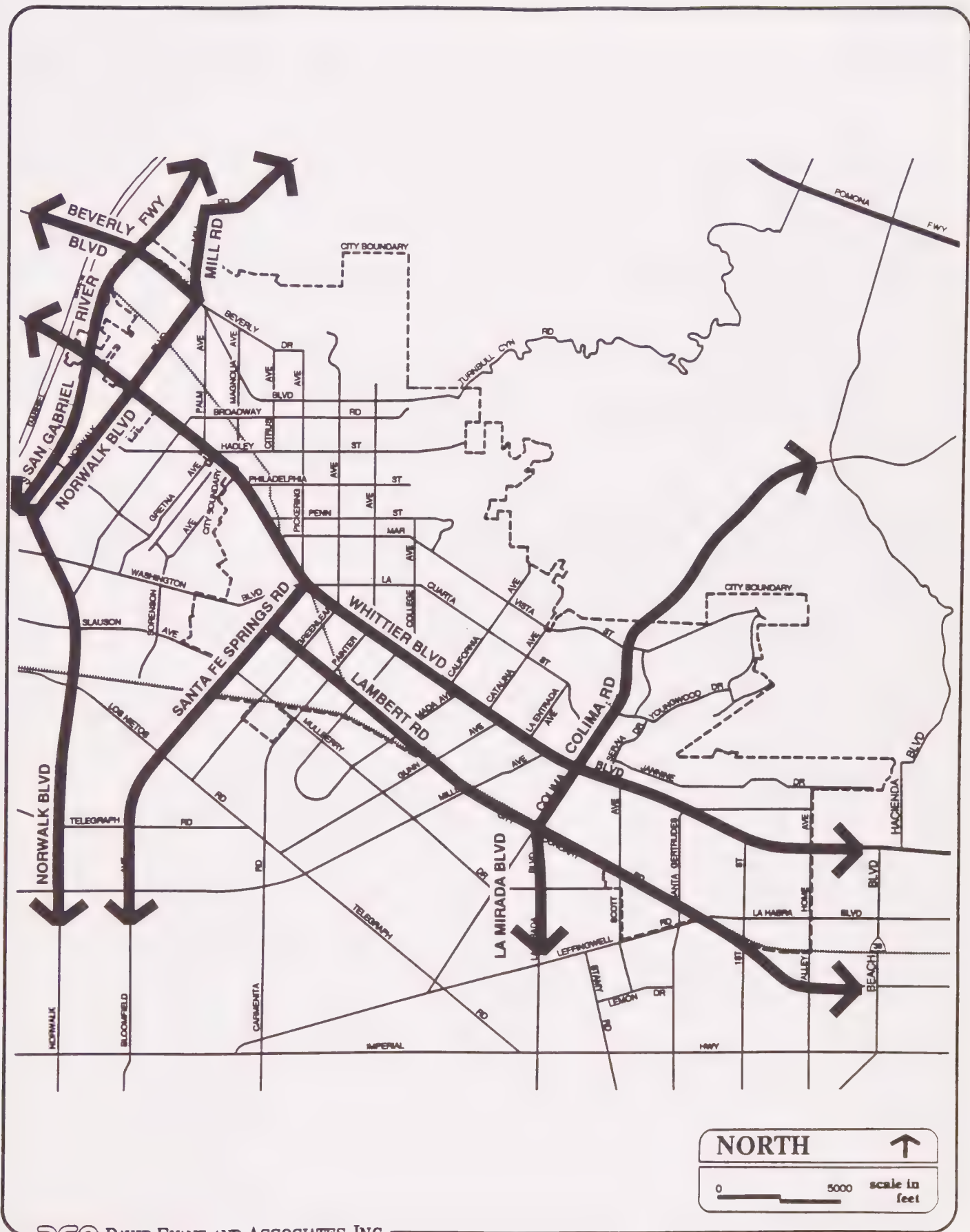
The adequacy of emergency services for the City will be evaluated and planned for in the City's Emergency Plan. The City's Emergency Plan includes the provision of emergency medical facilities, temporary shelter, communications equipment, and emergency water and food supplies. Water supply should be adequate to meet domestic needs and fire fighting needs during peak demand. Fire and police services should be available to prevent extensive injury and property damage. This includes increased staffing and equipment, greater coordination, and alternatives or contingency plans. Also, emergency shelters in the City have to be reviewed for adequacy and accessibility to all residents of the City. These shelters provide temporary care and reception areas during a disaster, and may provide first aid, public information, board and lodging, and general coordination activities.

During disasters, evacuation may be necessary for all residents. Residents will be informed of evacuation procedures for fire, floods, earthquake, hazardous material spills, or other disaster. Designated evacuation routes in the City include Whittier Boulevard, Colima Road, Norwalk Boulevard, Beverly Boulevard, Lambert Road, and Santa Fe Springs Road. These roads are arterial roadways that lead out of Whittier and into adjacent communities. Exhibit 7-2 shows the evacuation routes in the City.

Evacuation procedures will largely depend on the type, location, and degree of disaster. Particular attention should be given to immobile and dependent populations (elderly, sick, handicapped, and children) during evacuation.

Hazardous material incidents, crime, and accidents are handled as disasters. Emergency services respond to these situations in much the same way as they respond to earthquake events, fire, or floods. Special contamination prevention or spill containment measures are provided by County Fire Department's Hazardous Materials Team. The Police Department provides crowd control and evacuation coordination.

The City of Whittier will develop a reconstruction program to return the community to normal operations after a disaster. The City should establish programs for the reconstruction of infrastructure, City facilities and services, and the shortening of social and economic disruption to residents. This will include short-term debris clean up, traffic control, temporary housing, and other similar activities, as well as assistance to injured residents, rebuilding and repair work on damaged structures, and social, economic, and physical recovery efforts.



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SECTION 8: NOISE ELEMENT

INTRODUCTION

Excessive noise levels disturb and disrupt human activities and affect the health of individuals. The Noise Element of the *Whittier General Plan* establishes guidelines for controlling and minimizing the impacts of noise in the City. The Noise Element contains a discussion of the characteristics and effects of noise, state and federal guidelines related to noise control, an evaluation of the existing noise environment in the City, and projections of the future noise environment likely to occur in the future. The Element also identifies noise-sensitive land uses and major noise sources in the City.

Government Code Section 65302 (F) requires the adoption of a Noise Element to identify existing and projected noise problems of the City and to outline possible solutions to address these problems. Noise contours illustrating existing and future traffic noise levels will serve as a guide for future development in the City.

The goals, policies, and programs contained within the Noise Element are designed to minimize noise problems in the City and to protect public health. With the majority of the planning area devoted to residential uses, it is important that noise sources are controlled at the source, located away from the residential communities, or that buffers are provided between the main sources of noise and residences. The noise mitigation program in the Element explores these options along with noise insulation standards and land use compatibility along major roadways.

Noise sources and the existing noise environment within Whittier are described in the Noise Element Background Report. Concerns that were identified in the report are summarized below.

- Noise affects the physical and psychological well-being of humans and levels of regulations that will be effective in controlling noise sources and protecting people from its harmful effects should be established.
- In Whittier, traffic is a primary source of noise. Traffic noise is directly related to the traffic volume, vehicle speed, roadway grade, motor idling, and acceleration. Land uses along major roadways are exposed to the highest vehicle noise levels and often require insulation and noise reduction measures. Other noise sources in the City include aircraft, occasional trains, commercial and industrial uses, crowds and events attracting large groups of people, trucks and sweepers, residential noise, recreational events, and garden equipment.
- Uses that are particularly sensitive to noise include schools, libraries, hospitals, residences, nursing homes, and churches. These activities are exposed to increasing levels of noise.
- Noise control in Whittier in the past has been prompted by individual complaints, rather than through a regular enforcement program. The development of a noise

ordinance is expected to better address ways to reduce noise levels throughout the community.

NOISE GOALS AND POLICIES

The goals and policies of the Noise Element focus on land use compatibility as it relates to the noise environment. For example, the Noise Element acknowledges the need to provide buffering between noise sensitive land uses and busy roadways. Other policies focus on ways to control those activities that increase excessive noise levels.

Issue: Noise Sensitive Uses

The following goal and supporting policies focus on the impacts of traffic noise on noise sensitive land uses.

Goal 1 Minimize noise levels throughout the community.

- Policy 1.1 Work toward the separation or buffering of freeways and highways from noise-sensitive land uses such as residences, schools, and hospitals.
- Policy 1.2 Consider steps to correct existing noise problems and avoid future problems through design measures such as buffers and barriers or through abatement procedures.

Issue: Noise Sources

Certain land uses typically generate high levels of noise. For example, manufacturing activities often generate excessive levels of noise which could create a problem for any noise sensitive land use located nearby. The following goal and supporting programs promote the consideration of noise impacts and exposure in land use compatibility.

Goal 2 Discourage noises which are detrimental to the public health and welfare and contrary to the public interest.

- Policy 2.1 Control, at their sources, any sounds which exceed accepted community noise levels.
- Policy 2.2 Evaluate and control the noise impacts of major developments and construction through the environmental review process.
- Policy 2.3 Encourage attenuation devices and limited hours of operation for new private recreational developments so that neighborhood noise, especially during evening and nighttime hours, can be reduced.

Section 8: Noise Element (continued)

- Policy 2.4** Support the enforcement of existing laws pertaining to the noise of off-road vehicles, trucks, and equipment.
- Policy 2.5** Recognize and follow acceptable noise level standards from schools, parks, and other land uses in future planning.

IMPLEMENTATION PROGRAMS

Individual actions to achieve noise reduction in the City of Whittier have been developed. The noise goals and policies and their corresponding implementation are provided in Table 8-1. A discussion of these measures is provided in Section 10.

TABLE 8-1 NOISE IMPLEMENTATION		
Goal	Policy	Implementation Measure
1. Minimize Noise Levels	1.1 Work for separation of freeways and highways from noise-sensitive land uses.	Landscaping and Land Use Buffers Acoustical Analysis Reports
	1.2 Correct existing noise problems and avoid future noise problems.	Noise Ordinance
2. Discourage Noise	2.1 Control noise at their sources.	Noise Ordinance OSHA Requirements Noise Complaints
	2.2 Evaluate and control noise impacts during review process.	Environmental Review Acoustical Analysis Reports Noise Ordinance
	2.3 Encourage noise attenuation devices and limited hours of operation.	Noise Ordinance Acoustical Analysis Reports
	2.4 Support the enforcement of noise control regulations.	Noise Control Coordination Noise Ordinance OSHA Requirements
	2.5 Establish acceptable noise standards.	Noise Ordinance

NOISE COMPATIBILITY GUIDELINES

Developments in certain areas of the City of Whittier are currently exposed to high noise levels created by roadway traffic and industrial and commercial activities. Federal, state and county

Section 8: Noise Element (continued)

agencies are involved in noise control. The City will acknowledge these regulations and will work with responsible agencies in addressing the noise problems of Whittier. In order to minimize noise impacts on future development, the City has developed a Noise Mitigation Program. The program addresses ways for correcting existing noise problems, as well as ways to control future increases in ambient noise levels in the City.

The implementation of the Noise Mitigation Program is dependent on the level of noise that residents are willing to live with and the health effects of noise on people and the importance of a quiet environment to the City.

Noise compatibility guidelines for the City are illustrated in Exhibit 8-1. These guidelines indicate the acceptability of noise exposure levels for different land uses. Future projects should incorporate noise mitigation measures if they will exceed normally acceptable levels as defined by the Guidelines. Noise reduction measures may include any of the following:

- The control of noise at the source, including muffling devices on noise generating equipment;
- The provision of buffers, berms, or setbacks between the noise source and adjacent developments;
- The mitigation of noise impacts, thus reducing the level of exposure, for development adjacent to a noise source (freeways, railroads, etc.);
- Noise reduction at the receiver through the use of sound insulation, blank walls, double paned windows, and other design techniques to reduce interior noise;
- Restriction of noise sensitive land uses adjacent to known noise sources or prohibiting the placement of noise generators near noise sensitive areas;
- Limiting the development of noise sensitive land uses in areas where noise levels exceed acceptable standards pursuant to the noise compatibility guidelines; and
- Use of masking effects, where more pleasant sounds (water, leaves, music, etc.) disguise less desirable noises.

Noise control efforts should be focused on areas where the most number of people are exposed and the highest noise levels are experienced. Noise from transportation sources are regulated by state laws. The State of California Department of Health Services and the Department of Motor Vehicles have noise standards which are enforced by the California Highway Patrol. The City may choose to be involved in this control process through coordination with the highway patrol.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL-LOW DENSITY SINGLE FAMILY, DUPLEX MOBILE HOMES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
RESIDENTIAL- MULTI FAMILY	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
TRANSIENT LODGING- MOTELS, HOTELS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
SCHOOLS, LIBRARIES CHURCHES, HOSPITALS, NURSING HOMES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
AUDITORIUMS, CONCERT HALLS, AMPITHEATRES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
PLAYGROUNDS, NEIGHBORHOOD PARKS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
OFFICE BUILDINGS, BUSINESS, COMMERCIAL AND PROFESSIONAL	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX

LEGEND



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a 'normalized' value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65dB CNEL criterion wherever possible and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered 'normally acceptable' for that land use category, may be appropriate.



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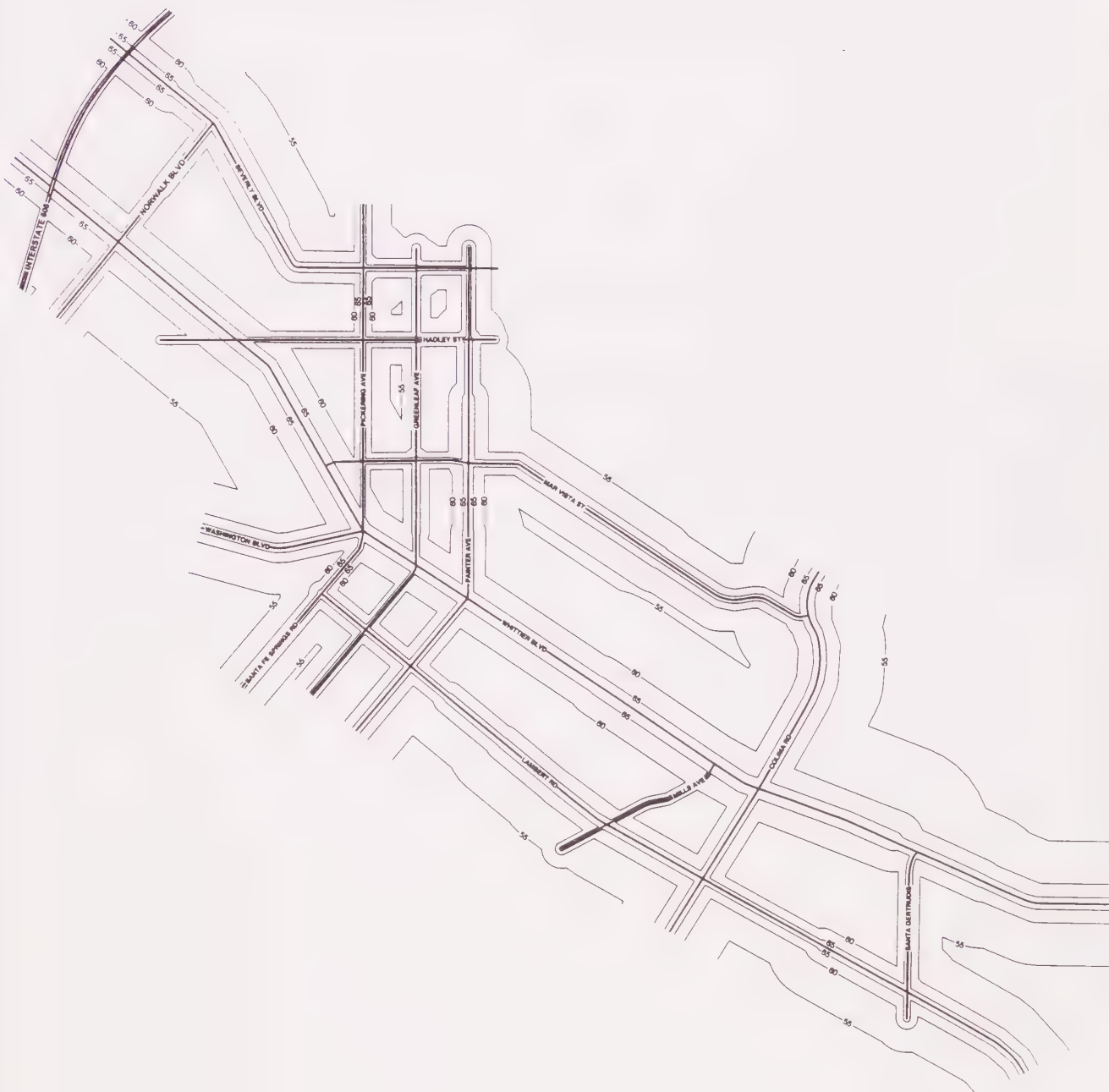
EXHIBIT 8-1 NOISE COMPATIBILITY

State law requires multi-family development to be located within areas with noise levels of 65 dB or less unless mitigation measures are provided that would reduce the interior noise levels to 45 dB or less. Sound transmission control standards (Title 24 of the California Administrative Code) outline noise insulation performance standards for habitable structures. Future noise regulations contained in a noise ordinance (as provided for in this General Plan) may include standards for land use compatibility, restriction on the hours of operation for noise sources, periodic investigation of noise sources, noise reduction measures for new and existing developments, time limits for car alarms, and acoustical design in new construction.

At buildout of the Land Use Plan, noise levels are expected to be higher than today. Using the Federal Highway Administration Noise Prediction Model, the future noise environment is estimated from projected traffic volumes. Table 8-2 shows noise levels along major streets at buildout of the plan and Exhibit 8-2 shows the areas that will be impacted by traffic noise.

TABLE 8-2 FUTURE ROADWAY NOISE LEVELS					
Road Segment	Distance from Roadway Centerline to CNEL (feet)				
	70 CNEL	65 CNEL	60 CNEL	55 CNEL	CNEL at 50' from CL
<u>Beverly Blvd.</u>					
SR-605/Carley	70.0	212.0	667.0	2108.0	70.0
Carley/Palm	0.0	158.0	497.0	1570.0	69.0
Palm/Magnolia	55.0	163.0	512.0	1618.0	69.0
Magnolia/Pickering	0.0	139.0	435.0	1373.0	68.0
Pickering/Greenleaf	0.0	86.0	265.0	834.0	66.0
Greenleaf/Painter	0.0	60.0	187.0	590.0	65.0
Painter/Turnbull Canyon	0.0	0.0	0.0	0.0	54.0
<u>Whittier Blvd.</u>					
West of SR-605	67.0	202.0	636.0	2011.0	70.0
SR-605/Painter	79.0	241.0	760.0	2403.0	71.0
Painter/Calmada	82.0	251.0	791.0	2501.0	71.0
Calmada/Santa Gertrudes	88.0	271.0	853.0	2697.0	71.0
Santa Gertrudes/First	63.0	188.0	590.0	1864.0	69.0
East of First Street	58.0	173.0	543.0	1717.0	69.0
<u>Hadley Avenue</u>					
Glengarry/Whittier Blvd.	0.0	0.0	126.0	393.0	63.0
Whittier Blvd./Hoover	0.0	67.0	203.0	638.0	65.0
Hoover/Pickering	0.0	76.0	234.0	736.0	65.0
Pickering/Greenleaf	0.0	72.0	218.0	687.0	65.0
Greenleaf/Painter	0.0	62.0	187.0	589.0	64.0
East of Painter Avenue	0.0	0.0	111.0	344.0	62.0

TABLE 8-2 FUTURE ROADWAY NOISE LEVELS (continued)					
Road Segment	Distance from Roadway Centerline to CNEL (feet)				
	70 CNEL	65 CNEL	60 CNEL	55 CNEL	CNEL at 50' from CL
<u>Washington</u> West of Whittier Blvd.	0.0	129.0	404.0	1275.0	68.0
<u>Lambert Avenue</u> Santa Fe Springs/Laurel	0.0	115.0	357.0	1128.0	67.0
Laurel/Calmada	0.0	144.0	450.0	1422.0	68.0
Calmada/Gunn	0.0	158.0	497.0	1570.0	69.0
Gunn/Colima	55.0	163.0	512.0	1618.0	69.0
Colima/Scott	0.0	115.0	357.0	1128.0	67.0
Scott/Santa Gertrudes	0.0	153.0	481.0	1521.0	69.0
Santa Gertrudes/Beach Blvd.	0.0	139.0	435.0	1373.0	68.0
<u>Colima</u> South of Whittier Blvd.	0.0	153.0	482.0	1523.0	69.0
Whittier Blvd./Mar Vista	61.0	183.0	574.0	1815.0	69.0
North of Mar Vista	63.0	207.0	652.0	2060.0	70.0
<u>Santa Fe</u> South of Lambert Rd.	0.0	81.0	249.0	785.0	66.0
Lambert/Whittier Blvd.	0.0	86.0	265.0	843.0	66.0
<u>Norwalk</u> South of Whittier Blvd.	0.0	95.0	295.0	932.0	66.0
Whittier Blvd/El Rancho	0.0	81.0	249.0	785.0	66.0
El Rancho/Beverly Blvd.	0.0	95.0	295.0	932.0	66.0
<u>Pickering</u> Whittier Blvd/Penn	0.0	65.0	202.0	639.0	65.0
Penn/Hadley	0.0	74.0	233.0	737.0	66.0
Hadley/Beverly Blvd	0.0	77.0	241.0	762.0	66.0
<u>Greenleaf</u> South of Whittier Blvd.	0.0	62.0	187.0	589.0	64.0
Whittier Blvd/La Cuarta	0.0	91.0	280.0	883.0	66.0
La Cuarta/Franklin	0.0	115.0	357.0	1128.0	67.0
Franklin/Beverly Blvd.	0.0	0.0	126.0	393.0	63.0



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City of Whittier



GENERAL PLAN

EXHIBIT 8-2 FUTURE NOISE CONTOURS

TABLE 8-2
FUTURE ROADWAY NOISE LEVELS (continued)

Road Segment	Distance from Roadway Centerline to CNEL (feet)				
	70 CNEL	65 CNEL	60 CNEL	55 CNEL	CNEL at 50' from CL
Mills Avenue	0.0	58.0	172.0	540.0	64.0
Santa Gertrudes Avenue	0.0	95.0	295.0	932.0	66.0
Source: FHWA Traffic Noise Prediction Model, David Evans & Associates, Inc., 1992.					

The City of Whittier should focus its noise reduction programs in areas within the future 70 dB noise contour and on noise sensitive future uses within the future 65 dB noise contour. The area along Whittier Boulevard and the northern segment of Colima Road are within 70 dB CNEL. At buildout, noise levels will impact commercial, industrial, and high density residential uses along Whittier Boulevard and residential uses along Colima Road, absent any noise control measures. The 65 dB CNEL is found along most major streets in the City. Noise sensitive uses along these corridors include schools, hospitals, libraries, nursing homes, and residential developments. Specific programs to help reduce the adverse impacts of traffic noise are identified in Table 8-1 discussed in Section 10.

SECTION 9: HISTORIC RESOURCES ELEMENT

INTRODUCTION

The Whittier General Plan Historic Resources Element provides guidelines for the designation and preservation of historic structures in the City. The Element contains a listing of structures identified by different agencies as suitable candidates for preservation, criteria for evaluating historical significance, and programs to minimize the alteration and prevent the destruction of significant structures or sites.

The Historic Resources Element is an optional element that specifically meets the historic preservation needs of the City. As an element of the *Whittier General Plan*, it takes on the same force of law as the mandatory elements, once adopted. The Element promotes public awareness of the City's past by providing a discussion on the different historic sites and landmarks, known archaeological sites, and paleontological resources in the City.

Goals and policies in the Historic Resources Element provide needed direction in balancing development pressures with preservation efforts. In order to preserve the historic character of certain neighborhoods, it is necessary that historic structures are preserved, new structures are designed to be compatible with existing architecture and the surrounding elements, and historic structures are maintained in their original form. The historic preservation programs in support of the Element will be effective in preserving the City's historic character.

The known historic resources of the City of Whittier have been identified in the Historic Resource Element Background Report. The main findings of the report are summarized below.

- The City of Whittier is one of the oldest cities in Los Angeles County. Cultural resources in the area include numerous historical structures and sites and the Puente Hills are rich in archaeological and paleontological resources.
- Whittier has a large number of structures built more than 50 years ago. Many of these are historically significant in terms of past residents, use, architecture, religious association, or artistic value. A number of surveys have identified the historic resources of the City. While the list is not comprehensive, it serves as a strong starting point for future studies. Historic districts have been designated within the City, providing an avenue to prevent demolition of older structures until their historical significance has been determined. By identifying and providing standards for future development and potential demolition in areas where the most historically significant structures and landscaping are found, Whittier can preserve more of its cultural resources.
- The archaeological resources in the area are associated with Gabrieliño Indians and their settlements. The banks of the San Gabriel River near the Pio Pico mansion is believed to have been a site of an indian village. Site surveys, prior to

Section 9: Historic Resources Element (continued)

construction in areas having a high cultural sensitivity, will allow preservation of archaeological resources throughout the planning area.

- Fossils of early animals may be found within the soil layers of the region. These paleontological resources provide educational, cultural, and scientific values to the community. In Whittier, the hillsides have yielded paleontological resources and more are like to be discovered in the future.
- Historic resource programs in Whittier have slowly developed over time. In the future, the City intends to develop standards for historic districts and structures in a more rapid fashion, to initiate programs to encourage preservation and adaptive reuse, and to develop procedures to promote rehabilitation instead of demolition.

HISTORIC RESOURCES GOALS AND POLICIES

The three major components of historic and cultural resources preservation include resource identification, historic preservation, and public awareness. The goals and policies below are structured around these issues. They were developed to coordinate preservation efforts in the City and to provide a focused direction for public and private actions.

Issue: Historic Resource Identification

The first step to preservation is the identification of sites and structures to preserve. A number of sites, objects (such as trees), and structures in Whittier have gained recognition through State and City programs. However, there are many other structures that have been demolished, destroyed, or neglected because their historical or cultural significance was not recognized early. Also, unknown sites and structures may be uncovered during excavation and grading activities associated with new construction. In order to successfully preserve cultural resources in the City, priority should be given to resource identification.

Goal 1 Determine the nature and extent of Whittier's physical and cultural heritage.

- Policy 1.1** Identify buildings, sites, objects, neighborhoods, landscaped areas, and gardens which have special significance to the history and/or character of Whittier.
- Policy 1.2** Require investigations for new development during the environmental review to evaluate the potential for archaeological and paleontological resources.

Issue: Historic Preservation

Historic preservation deals with the various ways to prevent destruction, disturbance, and neglect of cultural resources, and at the same time promote the study, enjoyment, and understanding of Whittier's past.

Goal 2 Develop an historic resources preservation program, recognizing that effective utilization of the City's historic resources supports community identity and appeal, social and economic vitality, and neighborhood stability.

Policy 2.1 Update the City's historic resources ordinance as needed to protect identified historic buildings, sites, trees, gardens, and neighborhoods.

Policy 2.2 Establish Historic Districts, as appropriate, to protect Whittier's historic neighborhoods, and to preserve and enhance the distinctive visual and functional image of Whittier.

Policy 2.3 Encourage new development near historic structures, sites or districts to be compatible with the existing significant structures in scale, material, and character.

Policy 2.4 Encourage the preservation of open areas around historic buildings.

Issue: Public Awareness

The City of Whittier is particularly proud of its cultural heritage and the following goal and supporting policies seek to promote public awareness of the resources that represent its history. Public awareness will increase cooperation and support for preservation efforts and programs.

Goal 3 Promote public awareness of Whittier's history and heritage.

Policy 3.1 Promote, encourage, and assist, as appropriate, efforts to educate the public about the history, heritage, and resources of Whittier.

Policy 3.2 Provide information to the public on tax incentives and financing available for historic preservation activities.

IMPLEMENTATION PROGRAMS

Historic resource preservation may be achieved through a number of interdependent programs and actions. Table 9-1 provides the specific measures that will implement the Historic Resources goals and policies. A discussion of each measure is provided in Section 10.

Section 9: Historic Resources Element (continued)

**TABLE 9-1
 HISTORIC RESOURCES IMPLEMENTATION**

Goals	Policy	Implementation Measure
1. Nature of Whittier Cultural Heritage.	1.1 Identify buildings, sites, objects, and neighborhoods with historic significance. 1.2 Investigate the presence of archaeological and paleontological resources prior to development.	Comprehensive Survey Environmental Review Site Investigations & Surveys Cultural Resource Preservation Methods
2. Historic Resources Preservation	2.1 Historic Resources Ordinance. 2.2 Review feasibility of establishing Historic Districts. 2.3 Encourage new development to be compatible with existing historic structures. 2.4 Encourage preservation of open areas around historic buildings.	Site Investigations & Surveys Cultural Resource Preservation Methods Demolition Notice Incentives for Historic Preservation Standards for Adaptive Reuse State & Federal Preservation Laws Environmental Review State & Federal Preservation Programs Historic District Designation Design Standards within Historic Districts Environmental Review Design Standards within Historic Districts Environmental Review
3. Promote public awareness.	3.1 Promote efforts to educate the public of Whittier's history. 3.2 Provide information on tax incentives & financing for historic preservation.	Public Awareness of Significant Cultural Resources Whittier Historical Collection Incentives for Historic Preservation Historic Resource Promotion

HISTORIC RESOURCE MANAGEMENT PLAN

The cultural resources of the City of Whittier consist of archaeological, paleontological, and historic resources found throughout the planning area. By identifying and preserving these resources, there will be greater understanding and appreciation of the area's past. The City hopes

Section 9: Historic Resources Element (continued)

to achieve the goals of the Historic Resources Element through a number of programs that will maximize the City's benefit from the presence of cultural resources. The Cultural Resource Management Plan developed for these resources involves cultural resource identification, preservation, and public information components.

Historic Resource Identification

There have been a number of studies and surveys that have been completed which identify archaeological, paleontological, or historical resources in the City. The Background Report documents resources that have been identified. This has led to a growing interest and curiosity about the extent of these resources. Some development has also led to the destruction and neglect of many historical and archaeological resources. The concern for the preservation of cultural resources can be seen in various public and private efforts to determine the historical significance of structures and objects before they are destroyed.

Historic resource identification efforts will be accomplished through a comprehensive survey of historical resources in the City. While comprehensive surveys of archaeological and paleontological resources may not be practical, starting a database of all surveyed areas and the results of these surveys will provide a better sense of the sensitivity of certain areas. Once historical significance and sensitivity have been determined, preservation programs can be established to preserve these resources.

Historical resources may be found in areas with older developments and where the town center was historically located. Areas located along the San Gabriel River have the potential for archaeological resources, as associated with the Gabrielino Indians. Paleontological resources have been found in the Puente Hills. Surveys and studies prior to development will determine with greater accuracy the presence or absence of these resources.

The criteria for establishing historic resource significance in the City will be as follows:

- The site or structure is associated with an event or person of recognized significance in City, California, or American history, or recognized scientific importance in prehistory.
- The site or structure has the potential to provide information which is of public interest, value to scientific research, or historical or archaeological insight.
- The site or structure has physical qualities as determined by its age, size, example, style, or uniqueness.
- The site or structure has stratigraphic integrity of at least 100 years old.

Section 9: Historic Resources Element (continued)

- The site or structure has potential for answering important research questions relating to history, archaeology, or paleontology.

The following criteria are designed to guide the state and federal agencies, and the Secretary of the Interior in evaluating potential entries (other than areas in the National Park System and National Historic Landmarks) for the National Register. These criteria should be used for determining if state or national designation should be pursued for significant historic resources in the City.

The major criteria for determining historic significance is related to quality of significance in American history, architecture, archeology, and culture; and the integrity of location, design, setting, materials, workmanship, feeling, and association. Other criteria are listed below:

- Association with events that have made a significant contribution to the broad patterns of our history; or
- Association with the lives of persons significant in our past; or
- The distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that posses high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- The presence of or likelihood of potential information important in prehistory or history; or
- Association with significant architects or architectural styles.

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years *shall not be considered eligible* for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria of if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

Section 9: Historic Resources Element (continued)

- A birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- A cemetery which derives its primary significance from age, distinctive design features, graves of persons of transcendent importance or from association with historic events; or
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- A property achieving significance within the past 50 years if it is of exceptional importance.

Cultural Resource Preservation

The City of Whittier has established historic resource standards and guidelines for the establishment of historic districts. These standards should be expanded to include the preservation of archaeological and paleontological resources, as well. Preservation methods available to the City include:

- Keeping the area undeveloped, as park or open space;
- Covering the site with fill;
- Developing the site as a cultural center or museum;
- Moving the resource to another site;
- Adaptive reuse of the structures with minimal modification;
- Rehabilitation of structures for continued use, emphasizing the preservation of those elements contributing to the historic significance; and
- Requiring moving, demolition, or excavation monitoring programs.

Because different resources require different preservation methods, the City of Whittier shall establish individual preservation measures according to the significance, need, and available support.

Cultural Awareness

Cultural resources provide opportunities for recreation, education, and scientific inquiry. The City of Whittier can promote pride in its residents through the knowledge of its history and cultural resources. Public awareness and acknowledgement of the City's cultural resources will also lead to increased preservation of existing resources. The public information program for cultural resources includes the promotion of existing resources in the City, the encouragement of private preservation efforts, and the development of community identity.

The Historic Resource Management Plan will help decrease the destruction of cultural resources in the planning area. While the Plan cannot prevent the destruction of yet unknown resources, it protects all identified cultural resources from neglect. By using all avenues and creating opportunities for preservation, the City of Whittier will keep its historic resources available for future generations to enjoy, learn from, and be proud of.

SECTION 10: IMPLEMENTATION PROGRAMS

The individual General Plan Elements (Sections 2 through 9) indicate the specific programs that will implement the goals and policies contained within each Element. The specific implementation measures and programs are described in this section. The identification of a funding source for individual programs does not exclude the use of other available funds. The programs have been arranged in alphabetical order to facilitate reference and updating.

1. Accessible Housing in Zoning Ordinance

The availability of handicap access often prevent handicapped households from obtaining adequate housing. The State has established standards for handicap access in new developments and existing residential units. The City will incorporate handicap access requirements into the Zoning Ordinance, as required by State Law.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

2. Accident and Crime Statistics Review Program

Accident and crime statistics provide information on the specific needs of Whittier and on the effectiveness of its police services. These statistics are primarily used in planning police staffing, programs and priorities. The City will continue to gather accident and crime statistics for the area for use in the review of police service needs. An annual summary will be provided to the City Council.

Timing: Ongoing
Agency: Police Department
Funding: General Fund

3. Acoustical Analysis Reports

By identifying the potential for noise impacts, noise-sensitive uses such as residences, schools, hospitals, library and nursing homes will not be located beside industrial and heavy commercial areas. The City will require the preparation of acoustical analysis reports for uses that would create noise impacts that will be located near noise-sensitive uses, or that will be adversely impacted by outside noises. The City will require acoustical design measures to mitigate potential noise impacts.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

4. Affordable Housing Fund

The Redevelopment Agency is required to spend 20 percent of the tax increment funds on housing for low and moderate income households. These funds may be used for rehabilitation loans, improvement grants or new housing development within the redevelopment project area. The City will establish an "affordable housing fund" through the redevelopment planning process.

Timing: Ongoing
Agency: Redevelopment Agency
Funding: Redevelopment Funds

5. Air Quality Coordinator

The City will assign specific persons in the City to track the SCAQMD rule development process, inform affected departments and the City Council, and convey the concerns of Whittier residents and comment on issues affecting the City. The coordinator will work with SCAQMD in monitoring the implementation of SCAQMD Regulations, the AQMP, and other air quality programs in the City of Whittier. The Coordinator will also assist SCAQMD by providing available data on city building activities, on request. The air quality coordinator would be the City's representative for expressing the City's position for state and federal air quality regulation.

Timing: 1993
Agency: City Manager
Funding: General Fund, Special Revenue Fund

6. Annexation Program

There are unincorporated areas adjacent to Whittier which are served by City services and bear a physical, social or economic relationship to the City. Because these areas are outside the City limits, Whittier does not have authority over these areas. The City's will continue to evaluate the feasibility of annexing these areas in order to have greater control on development in the area. The City will determine the extent of local support related to possible annexation into the City of Whittier. It will inform the property owners of the City's support for annexation and encourage such efforts through cooperation with annexation studies.

Timing: 1993-1995
Agency: Community Development Department, Planning Department
Funding: General Fund

7. Beautification Program

Beautification programs allow residents to volunteer their efforts toward the enhancement of their neighborhoods. These programs may include graffiti removal, tree planting, fence painting,

Section 10: Implementation Programs (continued)

parkway cleaning, trash removal, and other improvements to public places. These efforts improve the quality of the environment, promote property maintenance, and could increase public safety. With a common cause to work for, residents develop cooperation, friendship, and pride in their community. The City will develop a Beautification Program for the City's residential neighborhoods.

Timing: 1995-1996

Agency: Planning Department, Community Development Department, Parks Department

Funding: Special Revenue Fund

8. Bicycle Facilities

The City will develop regulations for secure parking areas for bicycles and showers and locker facilities at new commercial and industrial facilities with 50 or more employees.

Timing: 1995

Agency: Planning Department

Funding: General Fund

9. Bikeway and Equestrian Trails

Currently, bikeways and bicycle lanes in the City do not provide a system for travel to major activity centers and other bikeways in the area. Safety concerns and convenience have discouraged bicycle users from using these facilities. The City will develop a bikeway plan to serve and connect major activity centers in the City and surrounding areas, as discussed in the Environmental Resource Management Element. This plan will be compatible with the City's street network, as discussed in the Transportation Element. Regional trails run along the San Gabriel River and on the Puente Hills to the north. Trails running into the City of Whittier could encourage greater use of the existing regional bicycle and hiking trails. The City will work with the Los Angeles County Department of Parks and Recreation for developing a regional trail system through the City.

Timing: 1994 - 1995

Agency: Parks Department

Funding: Special Revenue Fund

10. Bikeway Plan

The City will implement its bikeway plan to serve and connect major activity centers in the City and surrounding area. The City will prioritize bikeway/bike lane construction and include them in the Capital Improvement Program.

Section 10: Implementation Programs (continued)

Timing: 1994
Agency: Parks Department, Community Services
Funding: Special Revenue Fund

11. Capital Improvement Program

The City of Whittier has a developed infrastructure and public service system to serve its residents. The City's Capital Improvement Program outlines projects for the improvement, construction or maintenance needed of public facilities and infrastructure. It includes City structures, libraries, parks and recreational facilities, drainage facilities, roadway and traffic systems, water and sewer lines, and other infrastructure. The program provides a schedule of projects and their funding for a 5-year time period. It is reviewed annually and extended for an additional year. The City will prioritize infrastructure and public service projects through the City's capital improvement program.

Timing: Periodic
Agency: Department of Public Works
Funding: General Fund

12. Carbon Monoxide Hotspots

The City will identify existing and potential carbon monoxide hotspots (such as busy intersections) in the vicinity of new projects through the CEQA review process and identify any sensitive receptors that would be impacted by project-related carbon monoxide increases or by exposure to carbon monoxide hotspots through occupancy of new developments.

Timing: 1994 - 1995
Agency: Planning Department
Funding: General Fund

13. Carpool Programs

The City will continue to coordinate carpooling among City employees and refer interested residents and small businesses to appropriate agencies.

The City will advertise and disseminate the availability of carpool programs for existing and future City employees.

Timing: 1993
Agency: Transit Department
Funding: Enterprise Fund, Special Revenue Fund

14. City Emergency Plan

The City's Emergency Plan includes a City Disaster Preparedness Program, emergency drills and training, update of the disaster manual, earthquake safety information program, resource directories, assessment of equipment and supplies, and preparation of Community Resource Director and Employee Skill Inventory. It provides procedures to follow in case of any disaster, including evacuation routes and individual responsibilities. The City will update and implement the City's Emergency Plan. The timing and location of drills will be varied to promote emergency preparedness.

Timing: Periodic
Agency: Personnel Department
Funding: General Fund

15. City Vehicles and Equipment

The City will purchase public vehicles and other equipment that use *methanol* or other low-emissions fuels on city vehicles that are cost effective to purchase, use and maintain. It will require that vehicles purchased for the City's vehicle fleet comply with SCAQMD's existing and proposed regulations, as required by the California Clean Air Act. The City will review new street cleaning vehicles which achieve improved particulate removal efficiency and replace existing street sweepers, as feasible, when new purchases are needed. In the meantime, it will keep city equipment properly tuned and in good condition to minimize pollutant emissions.

Timing: 1996
Agency: Department of Public Works, Fleet Maintenance
Funding: Internal Service Fund

16. Code Enforcement

Without property maintenance, housing units look unsafe and could deteriorate faster. The City has established minimum standards for maintenance to protect public safety and enhance neighborhood quality. The standards help conserve the housing stock and maintain property values. The City will enforce the property maintenance standards. The City will continue the code enforcement of nuisances (inoperable vehicles, alleys, property maintenance) and illegal housing units and garage conversions.

Timing: Ongoing
Agency: Code Enforcement Division, Community Development Department, Building & Safety, City Attorney, Planning Department
Funding: General Fund, Special Revenue Fund

17. Commercial Development Standards

The City has adopted commercial development guidelines to provide design standards for yards, off-street parking, and signs. These will improve the quality of commercial projects in the City. The City will continue to implement and inform citizens and developers of commercial development standards and design guidelines.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

18. Communication Systems

Communication systems and power lines may be damaged by disasters, causing emergency response to be delayed or disorganized. There are other means of communications which may be utilized during these situations. The City will review available communications systems for use in case of emergencies.

Timing: 1993 - 1994
Agency: Human Resources Department
Funding: General Fund

19. Community Participation Program

The City of Whittier encourages community participation and input into City programs and ordinances. This leads to programs that reflect citizen interests and meet their needs. It also develops pride and commitment from its residents. By involving residents in the decision-making process, equal opportunity is promoted and the sense of community is strengthened. The City will disseminate information by cable television and other media to encourage community participation in all City programs.

Timing: Ongoing
Agency: Planning Department, Transit Department, Library
Funding: General Fund

20. Comprehensive Historic Survey

A number of studies and field surveys have been made on Whittier's historic structures but a comprehensive survey is yet to be done. While the City may not have the resources to complete the survey, there are community groups and interested individuals who could assist the City in this program. The City will combine past surveys and studies and work with community groups on preparing a comprehensive survey of cultural resources in the City.

Timing: 1993 - 1994

Agency: Department of Community Development, Historic Resource Commission

Funding: General Fund

21. Construction-related Air Quality Impacts Evaluation

The City will develop a program, in cooperation with existing SCAQMD regulations which will be effective in controlling short-term construction related emissions. The Existing SCAQMD regulations concerning fugitive dust control, diesel emissions, and structural demolition will serve as the framework for the City's program.

Timing: 1993

Agency: Planning Department, Department of Public Works

Funding: General Fund

22. Conversion of Railroad Rights-of-Way

The railroad tracks in the City of Whittier are underutilized, with only a few trains passing every day. As truck deliveries increase, it is expected that these rights-of-way will be abandoned in the future. There are several uses for these railroad rights-of-way and the City will explore ways of getting greater amenity from these. The potential uses of the rights-of-way include a mass transit system, a multi-use trail, a linear park, or other appropriate uses. The City will contact appropriate agencies or organizations (Rails to Trails) to study the feasibility of the conversion of abandoned railroad rights-of-way in Whittier to multi-use trails, including its suitability, other potential uses, financing, and maintenance.

Timing: 1995-1996

Agency: Parks Department, Planning Department, Community Development Department

Funding: Special Revenue Fund

23. Coordinate with Los Angeles County Transportation Commission and Southern California Rapid Transit District

The City will continue discussions with the Los Angeles County Transportation Commission and the Southern California Rapid Transit District on the potential alignment of future light rail systems through the City.

Timing: 1994

Agency: Planning Department, Transit Department

Funding: Special Revenue Fund

24. Crosswalks

The City will clearly delineate crosswalks in the street system that serve schools, parks, traffic, shopping centers, and other areas of high pedestrian traffic.

Timing: 1994

Agency: Department of Public Works

Funding: General Fund

25. Cultural Resources Preservation Methods

When archaeological and paleontological resources are found, it is important that the appropriate measures are followed for proper preservation. The City will determine preservation methods according to the significance of identified resources. This may include, but is not limited to, keeping the area undeveloped (park or open space), covering with fill, developing the site as a cultural center, removing the resource to another site, or preserving and reuse of structures.

Many archaeological and paleontological resources are overlooked or damaged during excavation activities. Thus, grading and excavation present the greatest opportunity for the identification and preservation of the area's cultural resources. The City will monitor excavation activities for sites identified to a high potential for archaeological and paleontological resources.

Timing: 1993

Agency: Planning Department

Funding: General Fund

26. Deed Restriction

Private parks cannot be designated as parks in the Land Use Plan and Zoning Map unless it is with the owner's consent. Methods of ensuring that private open space is preserved include the use of development agreements or deed restriction. When open space is required in new development, efforts must be taken to ensure this open space is not converted to other uses in the future.

Timing: 1993-1994

Agency: Planning Department

Funding: General Fund

27. Demolition Notice

The demolition of historic structures may sometimes go unnoticed. With greater notification efforts and longer periods, more historic structures may be preserved. The City will continue to

Section 10: Implementation Programs (continued)

require adequate notice prior to the demolition of historic structures to solicit interest in moving the structure to another site for possible rehabilitation or alternate methods of preservation.

Timing: 1994
Agency: Planning Department
Funding: General Fund

28. Density Bonus

Incentives for the development of low income housing and housing for the elderly can encourage developers to enter these ventures. Increases in allowable density reduces per unit costs and makes housing development more affordable. The City will continue to provide density bonuses for low income and senior citizen housing projects.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

29. Design Standards within Historic Districts

To promote the integrity of historic districts, new structures will be compatible in terms of scale and character. Design guidelines can assist developers in planning a project that would complement existing buildings, instead of clashing with them. The City will develop design standards for new development near historic buildings or districts. With design guidelines for historic districts in place, the City can review development projects for compatibility with adjacent structures and the neighborhood identity. This review does not require structures to reflect historical architectural styles, but only to promote the character of the place. The City will evaluate new development for compatibility with adjacent historic structures or districts.

Timing: 1995 - 1996
Agency: Planning Department, Historic Resource Commission
Funding: General Fund

30. Design Review

Design review of proposed developments assures the architectural compatibility of new structures to the existing environment and adjacent structures. As part of the development review process, design review is undertaken by the Planning Department to evaluate a proposal's compliance with established design standards. Design review allows the City to suggest changes to the structural features of development, in order to develop community character and identity. The City will continue to require design review for development proposals and to implement design standards for commercial, industrial, and residential developments. Construction projects valued at 50

percent or more of the original structure's appraised value and all new developments will be required to go through an administrative design review, at the minimum.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

31. Disaster Planning

Safety concerns on earthquakes, steep slopes, fire, crime and other hazards that affect Whittier are not confined to the City limits. These concerns are shared by adjacent cities and, sometimes, the region. The City of Whittier can decrease the work and increase efficiency by working with adjacent cities in addressing area-wide hazards and disaster planning. Disaster planning will include provision of adequate fireflow, the designation of evacuation routes, and the development of fire lanes within developments. The City will coordinate disaster planning with adjacent cities and communities. It will maintain mutual aid agreements with the Sheriff's Department, adjacent police departments and other law enforcement agencies.

Timing: Ongoing
Agency: Department of Human Services, Human Resources Department
Funding: General Fund

32. Disaster Recovery Program

A disaster recovery program provides established resources to help return the City to normal operations. It shortens the social, economic and physical disruptions after a disaster and eliminates the pressure on the City to initiate reconstruction programs. The City will develop a disaster recovery program to help in the reconstruction efforts of residents and businesses in the City. This program will be made part of the City's Emergency Plan.

Timing: 1995 - 1996
Agency: Disaster Council
Funding: General Fund

33. Drainage Master Plan

The storm drainage system provides runoff disposal and prevents area flooding. It protects neighborhoods by eliminating flood hazards. Drainage line upgrades are needed in areas to prevent flooding. Also, new development is likely to increase runoff and may require drainage line upgrades. The City will ensure that studies and provisions are incorporated into new development to provide adequate storm drainage and avoid flooding. The City will implement the City's Drainage Master Plan by including storm drain projects in the Capital Improvement

Program. It will cooperate the County Department of Public Works in maintaining storm drains serving the City.

Timing: Ongoing
Agency: Department of Public Works
Funding: Enterprise Fund

34. Emergency Preparedness Brochures

The damage and disruption caused by emergencies and disasters may be aggravated by panic, ignorance, and misinformation. An emergency preparedness brochure that contains the basic procedures and resources during such cases can be a useful guide for everyone to keep around at all times. The City will prepare emergency preparedness brochures which outline ways to prevent injury and property damage, evacuation routes, emergency shelters, resource persons, and other tips for individual safety.

Timing: 1995 - 1996
Agency: Department of Human Resources, Community Services
Funding: General Fund

35. Energy Conservation

Title 24 of the California Administrative Code outlines insulation and energy conservation standards for new development. A number of other energy conservation practices and design features are recommended by state, local and utility agencies. Natural gas and power companies have developed energy conservation designs and measures and offer free consultation services to developers/builders and users. The City of Whittier can take advantage of these services by initiating contact between local utilities companies and developers during the review process. It will encourage developers/builders to consult with local utility companies on possible energy conservation measures to incorporate into new developments. There are rebate programs, experimental homes, museums, free audits and a host of other services to help conserve energy. There are available brochures and informational material from utility companies that explain the need for energy conservation and the different ways this may be achieved. The City of Whittier will get copies of all different materials to make them available at City Hall for residents and developers. The City will provide energy conservation brochures at City Hall. The City will explore with public utilities the feasibility of retrofitting city facilities for energy-efficient appliances. It will require the use of the most cost-effective energy-saving equipment, heating and lighting in all new City buildings, considering installation, operating and maintenance costs. The City will also encourage the use of passive solar design systems.

Timing: Ongoing
Agency: Planning Department, Department of Building and Safety
Funding: General Fund

36. Entryway Signage

Whittier's irregular City boundaries make it difficult to know if one is inside the City. Coordinated entryway signage can provide better recognition of the City and a sense of identity. The City will develop entryway and other signage to be placed at major streets leading into Whittier.

Timing: 1994 - 1995
Agency: Department of Public Works, Planning Department
Funding: General Fund

37. Environmental Regulations

Environmental quality is a world-wide concern and there are numerous laws by state, federal and local agencies that serve to protect the environment. The City will coordinate with other agencies on the enforcement of local, state and federal laws on environmental protection and pollution control within its jurisdiction.

Timing: Ongoing
Agency: City Manager
Funding: General Fund

38. Environmental Review Program

The California Environmental Quality Act (CEQA) is a state law that was adopted to protect the quality of the environment. CEQA requires all new development projects to be subject to environmental review and an environmental impact report (EIR) be prepared for projects that may have a potential for environmental impacts. The EIR identifies the environmental setting, potential impacts, and mitigation measures that will prevent or reduce impacts on a wide range of issue areas:

Any environmental review must also consider cumulative and growth-inducing impacts and alternatives to the project. The City will comply with the requirements of CEQA on the conduct of environmental review prior to development approval. In compliance with CEQA, the City will allow the Planning Department to review roadway projects for potential environmental impacts. An environmental review prior to street construction will determine potential impacts on existing wildlife and vegetation, population, housing and the economical impacts of street improvement projects. The review must provide adequate mitigation.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

39. Facilities For Alternate Transportation

The City will prepare an inventory of bus shelters, public seating areas, drinking fountains and other facilities serving cyclists, pedestrians and public transit users. The City will identify existing deficiencies and include these projects into the Capital Improvement Program.

Timing: 1994
Agency: Transit Department
Funding: Special Revenue Fund

40. Facility Fees

Facility fees are costs charged to individuals or groups to finance the provision of required facilities, services, and infrastructure. Costs associated with a development will be borne by its users. Individuals will pay for the use of certain facilities and to avail of specific services. Facility fees provide the City with the money to finance these facilities; provide adequate public services; cover user fees; and make an equitable distribution of costs. The City will regularly review facility fees and charges to ensure they reflect associated costs.

Timing: 1994-1995
Agency: City Clerk
Funding: General Fund

41. Fair Housing Council

The City of Whittier promotes equal opportunity to housing through the San Gabriel Valley Fair Housing Council. This council provides free advise and arbitration on housing discrimination issues, landlord-tenant conflicts, rent or lease agreement questions, and tenant rights. The City will promote the use of the Fair Housing Council by informing all City employees of the council services for easy referral.

Timing: 1993-1994
Agency: Department of Community Services, Community Development Department
Funding: Special Revenue Fund

Section 10: Implementation Programs (continued)

42. Federal Housing Programs

There are a variety of federal housing programs which were established to assist in the provision of affordable housing projects. Though funding is limited, the City of Whittier may avail of these programs to augment its resources for affordable housing development in the City. The City will seek to develop new housing projects under the provisions of available Federal subsidy programs.

Timing: Ongoing
Agency: Community Development Department
Funding: Federal Grants

43. Fire Protection Status Report

Population growth, structural deterioration and changes in land use can alter the fire protection levels in a community. Services may need to be expanded or improved to maintain fire protection at acceptable levels. The City will work with County Fire Department to examine protection levels and correct deficiencies. The Department of Public Services will work with the Fire Department in preparing an annual report to the City Council which outlines the staffing, equipment, services, and demand at fire stations serving the City.

Timing: Periodic
Agency: Department of Public Works
Funding: General Fund

44. Fire Protection Services

The need for fire protection is dependent on development types and intensity, type of construction, population density, area terrain, hydrant capacity, brush areas and other factors. As population growth and development changes occur, fire protection services need to be tailored to the area's needs. The City will review fire protection levels for adequacy to meet the needs of Whittier residents and businesses.

Timing: Ongoing
Agency: Department of Public Services
Funding: General Fund

45. Flextime Work Schedules

The City of Whittier will continue to accommodate 9/80 or 4/10 work weeks for city employees. At the same time, it will publicize the advantages that city employees experience with these trip reduction programs to encourage private businesses to do the same.

Timing: Ongoing
Agency: City Manager, Planning Department
Funding: General Fund

46. General Plan and Zoning Ordinance Consistency Program

A major component of the Land Use Element is the Land Use Plan which regulates the location and intensity of development in the City. The designations contained in the Plan reflect the Land Use policy of the City. The Zoning Ordinance is the primary implementation measure for the Land Use Plan. The Zoning Ordinance regulates the type and intensity of development and contains development standards for lot coverage, building height, signs, landscaping, floor area, etc. As the major tools for land use control, the General Plan Land Use Policy and Zoning Ordinance implement a number of policies relating to the distribution and type of land uses in the City. After adoption of the revised General Plan and future General Plan amendments, the City will review the zoning ordinance for consistency with the General Plan land use policy.

Timing: 1993-1995
Agency: Planning Department
Funding: General Fund

47. Geologic Investigations

Geologic investigations prior to development can identify site hazards such as erosion, landslides, earthquakes, liquefaction, and debris flow. These investigations can recommend measures for the site planning or structural design of proposed buildings. The City will require geologic investigations for development on hillside areas and near the Whittier fault.

Timing: Ongoing
Agency: Planning Department, Department of Public Works
Funding: General Fund

48. Handicap Access Requirements to Park and Recreation Facilities

The availability of handicap access and facilities often prevent handicapped persons and other persons with special needs from obtaining adequate housing and needed services. The State has established standards for handicap parking and access in new developments and existing residential units. Federal regulations require the provision of accessibility to persons with disabilities to buildings and services receiving Federal funds. The City will continue to enforce handicap access requirements to persons with disabilities as required by state and federal law. City parks, offices, and recreational facilities will be accessible to the handicapped and other persons with special needs. An independent study has been prepared by the Whittier Accessibility Committee to assess the accessibility of City facilities and services. This study will be used to improve handicap access in Whittier. The City will identify public facility improvements (to parks,

Section 10: Implementation Programs (continued)

sidewalks, public structures, etc.) that are needed to improve accessibility in Whittier and include their construction in the Capital Improvement Program.

Timing: 1993 - 1996

Agency: Parks Department, Community Services Department, Transit Department

Funding: Special Revenue Fund

49. Hazardous Waste Segregation

Hazardous waste may inadvertently end up at the Savage Canyon Landfill and contaminate soil and groundwater resources. The City will let residents and garbage haulers know which materials may be included in their trash. This public information service may be accomplished through television, print, radio, bill stuffers, and other means. Household hazardous waste may be disposed with hazardous wastes from public buildings and facilities. This will provide residents with a convenient method for disposal and will encourage the separation of hazardous waste from domestic trash. The City will encourage residents and businesses to participate in the household collection program. The City will continue to provide hazardous materials disposal for City facilities and residential households. The City will evaluate the feasibility of placing "No Hazardous Materials" signs at public trash cans. It will implement the City's Household Hazardous Waste (Element) Plan.

Timing: 1993 - 1994

Agency: Department of Public Works

Funding: General Fund

50. Hazardous Waste Management Plan

The Hazardous Waste Management Plan of Los Angeles County provides standards for disposal, handling, processing, storage and treatment of local hazardous wastes. It also includes a criteria for the siting of hazardous waste facilities. The City will implement a Hazardous Waste Management Plan prepared for the City.

Timing: 1993 - 1998

Agency: Department of Public Works

Funding: General Fund

51. Hazardous Material Transport

Accidental spills during the transport of hazardous materials can affect the City of Whittier. Areas that may be affected include those adjacent to the San Gabriel River Freeway, Whittier Boulevard, Washington Boulevard, and Colima Road. The City will continue to enforce laws on the transport of hazardous materials.

Timing: Ongoing
Agency: Police Department
Funding: General Fund

52. Hillside Standards

Development on hillside areas is regulated by the City's Zoning Ordinance, Hillside Standards and other land use and building regulations. These standards limit the grading and density of development and ensures that geologic hazard areas, natural resources and fire protection are considered in site planning. The City will continue to implement hillside standards for new development on designated Hillside Residential areas.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

53. Historic District Designation

Historic Districts are overlay zones in the Zoning Ordinance which designated areas where historic preservation efforts will be focused. The Hadley/Greenleaf Historic District was established to preserve and enhance the architectural and historical character of the Hadley/Greenleaf residential neighborhood. The District sets standards for the preservation of significant structures and ensures that new development is compatible with the existing community character. With the number of historic structures in the City, it is expected that new historic districts will be established. If the Citywide survey shows that a number of historic structures are located within a neighborhood or near one another, a historic district designation may help preservation efforts. Historic districts protect structures from demolition or remodeling that erases their historical significance. The City will identify potential areas for historic districts. In order to make property owners understand the benefits of historic designation, the City needs to be sensitive to their needs and will prevent undue hardships. The City will work with property owners to designate Historic Districts, as appropriate.

Timing: 1996 - 1997
Agency: Historic Resource Commission, Department of Community Development
Funding: General Fund

54. Historic Resource Promotion

The colorful history of the Whittier area and the variety of historical structures and sites that presently exist can be used to market the City as a desirable place to live or to invest. Preservation programs can be tied with efforts to attract homebuyers, developers and investors into the City. It will continue to support cultural activities (such as Founders Day, field trips, presentations, street fairs, etc.) and educational and promotional materials (videos, articles,

Section 10: Implementation Programs (continued)

brochures, etc.) to expand public awareness in the City. The City will work with the Board of Realtors and other local groups for promoting the historic resources of the City, to market it to potential investors, residents, and visitors.

Timing: 1994 - 1995

Agency: City Manager, Community Development Department

Funding: General Fund

55. Homebuyer Assistance

Increases in the homeowner population make neighborhoods more stable and create a greater sense of community. To encourage home ownership in Whittier, the City may be able to provide some form of assistance to first time home buyers. The City will develop a program to establish a subsidy fund to assist first time homebuyers in Whittier.

Timing: 1993-1996

Agency: Community Development Department

Funding: General Fund

56. Housing Rehabilitation Program

Through the Community Development Block Grant Program (CDBG), the City of Whittier has developed programs for the rehabilitation of the existing housing stock. These programs include low-interest homeowner and renter loans, deferred payment loans, home improvement grants, and technical assistance. Housing rehabilitation improves the City's residential neighborhoods, conserves affordable housing units and prevents the deterioration of living conditions. The City will continue to implement the City's Housing Rehabilitation Program.

Timing: Ongoing

Agency: Community Development Department, Housing Rehabilitation Division

Funding: CDBG Funds, Special Revenue Fund

57. Housing for Elderly and Handicapped

The U.S. Department of Housing and Urban Development manages Direct Loans for Elderly and Handicapped Housing (Section 202). This program provides financing for the construction of dwelling units for elderly and handicapped households. Aside from construction funds, tenants may also receive rental assistance from Section 8 funds. The City will study the need and provide new housing for the elderly and handicapped through the Section 202 program.

Timing: 1993 - 1995
Agency: Community Development Department
Funding: Federal Grant

58. Housing Preservation Program

The City of Whittier will participate in negotiations or actions which may involve the conversion of subsidized multi-family rental units to market-rate housing. Since it will receive notices of application for conversion from HUD and the State regarding projects which are considering buy-out or prepayment, at least one year before conversion, the City will include in its yearly housing program, an effort to determine the following: Potential incentives that may be offered to a property owner considering conversion, available resources in the City to buy-out the project, all parties interested in taking over the property, ways of developing a similar project in the City to relocate the project's tenants, and other measures to prevent hardship for existing tenants. The City will assign a person to coordinate and negotiate with the owner and other agencies during the notice period of affordable housing projects. It will utilize all available means and resources to preserve existing affordable housing units or replace them with an equivalent project.

Timing: 1993
Agency: Community Development Department
Funding: General Fund

59. Hydrant Capacity

Fireflow capacity is provided by the availability of emergency water and adequate hydrant pressure. Taller and higher intensity uses require greater fire flow capacity for firefighting purposes. As development occurs, the City will consider the fire flow needs of new development and its impact on existing hydrant capacity. The City will regularly monitor hydrant capacity to ensure adequate fire flow needs and to evaluate the impacts of new development on existing hydrant capacity.

Timing: Periodic
Agency: Department of Public Works
Funding: Enterprise Fund

60. Identify Areas Lacking Bicycle Racks

The City will identify public areas where bicycle racks are deficient and include the provision of racks into the Capital Improvement Program.

Timing: 1994

Agency: Department of Public Works

Funding: Special Revenue Fund

61. Incentives For Developers

The City will require future commercial and industrial developments to comply with Title 24 and SCAQMD measures regarding handicap access, bicycle racks, showers (where appropriate), and changing areas, vanpool and carpool programs, and other measures to promote the use of alternative modes of transportation.

Timing: 1994

Agency: Planning Department, Department of Public Works, Transit Department

Funding: General Fund

62. Incentives for Historic Preservation

The preservation of historic structures when appropriate, will be accomplished by the rehabilitation of existing structures for adaptive reuse. This may include structural restoration to its original architectural design and form. Volunteers and financial loans can facilitate historic rehabilitation in Whittier. The City will use volunteer labor, loans, and grants to encourage the rehabilitation of historic structures. The cost of historic preservation can be reduced by tax incentives and financing options available through State, local, and private agencies. The City will promote preservation by disseminating information of available incentives, loans, and financing programs for historic structures. The City will feature available tax incentives and financing options for historic structures in a brochure or handout at City Hall. The City will provide economic incentives for historic site preservation efforts. This may include reduced taxes, transfer development rights, direct compensation, reduced parking requirements, etc. The City will prioritize sites for funding based on the findings of the historic resource surveys undertaken as part of the Comprehensive City survey. The City will work with appropriate public and private organizations to obtain funds for the preservation of significant structures, sites, and landscaped areas in the City.

Timing: 1994 - 1996

Agency: Department of Community Development, Historic Resource Commission

Funding: General Fund

63. Incentives to Create Larger Lots

Small parcels with high density zoning designations are often developed at maximum density. The limited area leads to increased lot coverage and limited open space for private recreation areas. One way to encourage the redevelopment of these lots and the construction of high quality housing is by providing incentives for lot assembly. Larger lots allow greater flexibility in site

planning and building design, with less impact on adjacent lots. The City will develop standards which provide incentives, density bonuses, and lower requirements for the assembly of multi-family residential lots. It will revise the zoning ordinance to reflect these standards. It will also talk to property owners of landlocked sites to facilitate lot assembly.

Timing: 1993 - 1994
Agency: Planning Department
Funding: General Fund

64. Industrial Rehabilitation

The City of Whittier has limited authority with private developments outside of requiring compliance with City ordinances. Property owners often have no cause for improving their properties. The City can promote rehabilitation by providing incentives and other assistance. In this way, property owners have tangible benefits to derive from their rehabilitation efforts. The City will encourage property owners to rehabilitate older industrial developments by providing technical support, incentives, and code enforcement.

Timing: Ongoing
Agency: Redevelopment Agency
Funding: Redevelopment Funds

65. Infill Development

A number of vacant lots in the City are found in scattered areas. These include irregular and remnant railroad property. They are parcels that have remained undeveloped every since; had their structures demolished; or have been cleared for future development. Vacant lots are often not maintained and could become dumping sites or places for vandalism. They represent underutilized areas that could be developed with projects for the benefit of the community, or just to improve the neighborhood. The City will promote quality development of infill lots through coordination with property owners and interested developers.

Timing: Ongoing
Agency: Planning Department, Redevelopment Agency
Funding: General Fund, Redevelopment Funds

66. Inter-Agency Coordination

The City will cooperate with the State Department of Water Resources, the County Department of Public Works, South Coast Air Quality Management District, Environmental Protection Agency and other responsible agencies in the enforcement of laws regarding water quality, air quality and other environmental concerns.

Timing: Ongoing
Agency: Planning Department, Department of Public Works, Department of Building and Safety
Funding: Enterprise Fund, Special Revenue Fund

67. Inventory of Hazardous Material Users

Hazardous materials use is regulated by federal, state, county and local agencies. The City of Whittier will identify hazardous material users in the City and develop a program for emergency response during the accidental release of hazardous materials. The City will also request copies of agency permits before granting business licenses to these users. The City will maintain a current inventory of hazardous material users and generators and develop an emergency response to hazardous material accidents. This will include hazardous material users and generators in neighboring cities which may affect the City of Whittier. It will incorporate the program into the City's Emergency Response Plan.

Timing: 1994 - 1995
Agency: Department of Public Works, Planning Department
Funding: General Fund

68. Land Consolidation

Residential development on larger lots have greater flexibility in providing open space, landscaping, recreational facilities and other amenities. Projects initiated by the City could benefit from land consolidation by increasing unit capacity and providing space for site amenities. The City will evaluate the feasibility of buying abutting parcels for the development of affordable multi-family development.

Timing: 1994
Agency: Redevelopment Agency
Funding: Redevelopment Funds

69. Land Cost Write-down

The City of Whittier can assist in the development of affordable housing through a land cost write-down. By selling land at a cost lower than its purchase price, the City subsidizes the land and lowers the cost associated with new residential development. The City will establish a land cost write-down fund using the Community Development Block Grant program as a funding source.

Timing: 1993-1994
Agency: Community Development Department
Funding: CDBG Funds

70. Landfill Monitoring Systems

The Savage Canyon Landfill is a potential source for ground and water contamination from the decomposition of wastes on site. Environmental regulations require monitoring systems for the early detection and prevention of contamination. The City will continue to monitor water wells, gas wells, and probes at the landfill for potential ground and water contamination. It will maintain gas collection system to burn off methane before it migrates off site.

Timing: Ongoing
Agency: Department of Public Works
Funding: Enterprise Fund

71. Landfill Reclamation Plan

Upon closure of the landfill and proper remediation, it may be converted to urban uses. The City anticipates that the site will be developed as a park in the future. The City of Whittier will prepare a study for site closure and reclamation which would identify procedures and alternative uses for the site. The City will develop a reclamation plan for the Savage Canyon Landfill which will allow future use of the site without public health and safety risks.

Timing: As required
Agency: Department of Public Works
Funding: Enterprise Fund

72. Landscaping and Land Use Buffers

Land use buffers, setbacks, and landscaping serve to minimize impacts between adjacent users and to improve the overall appearance of structures. Standards for the provision of buffers, setbacks, and landscaping in development projects are contained in the City's Zoning Ordinance. The City will review standards on land use buffers, setbacks, and landscaping for consistency with General Plan policies (LU 3.7). It will require landscaping and land use buffers for proposed developments, where appropriate.

Buffer zones provide beauty and identity to streetscapes and neighborhoods. They create a sense of spaciousness and cleanliness and separate incompatible uses. The City will maintain existing buffer zones along major roadways and railroad tracks. There are areas in the City which could benefit from the provision of buffer zones. They include existing gaps of buffer zones along major roadways and between residential uses and railroad tracks. The City will identify areas along major roadways and railroad tracks which may be used as buffer zones. It will encourage property

Section 10: Implementation Programs (continued)

owners to landscape these areas or, if City property, include these areas for landscape maintenance. The City will identify opportunities for buffer zones or small open space areas within residential neighborhoods and explore ways to preserve them as open space. Otherwise, it will encourage the maintenance of landscaped areas and vacant lots through weed abatement and regular landscape maintenance.

Timing: Ongoing

Agency: Department of Public Works, Planning Department, Parks Department

Funding: General Fund

73. Levels of Service

The City will monitor levels of service along roadways and develop capital improvement projects as needed.

Timing: Periodic

Agency: Department of Public Works - Streets Division

Funding: Special Revenue Fund, General Fund

74. Library Improvements

Library services provided by the City need to be expanded to accommodate population growth and new technology. This will ensure that there are adequate opportunities for learning, leisure and research for all Whittier residents. The City will develop a plan for the renovation and expansion of existing library facilities and resources to better serve all citizens of Whittier. It will include library improvement projects into the capital improvement program.

Timing: Ongoing

Agency: Library

Funding: Special Revenue Fund

75. Low-Polluting Materials

The City will explore available literature on low polluting construction materials and coatings which can be made available for developers and interested persons. It will consider the air pollution impacts of coatings in the environmental review of proposed projects and credit the use of low polluting materials as mitigation measures. The City will also encourage best available control technology (BACT) in commercial and industrial operations to reduce pollutant emissions.

Timing: 1994

Agency: Department of Public Works, Building and Safety

Funding: General Fund

76. Manufactured Homes

State law requires cities to allow manufactured homes on single-family lots. The City of Whittier has complied with this regulation and encourages manufactured homes as an affordable housing option. The City will inform the public of the zoning regulation allowing manufactured homes on single-family lots subject to certain conditions to encourage the use of manufactured homes as affordable housing alternatives.

Timing: 1993-1994
Agency: Planning Department
Funding: General Fund

77. Master Plan of Streets and Highways

The City will regularly review and implement the City's Master Plan of Streets and Highways.

Timing: Periodic
Agency: Department of Public Works
Funding: General Fund

78. Mitigation Monitoring

Amendments to CEQA have required a monitoring and reporting program for ensuring compliance with the mitigation measures. While the EIR serves primarily as an informational document, mitigation monitoring provides it with the mechanism to reduce or eliminate potential environmental impacts. Specific mitigation measures, the individuals responsible for implementing the measures, the time frame for implementation and the agency responsible for monitoring compliance will be made as conditions of approval. In this way, there is greater accountability for compliance. The City will ensure that after environmental review the identified mitigation measures are made conditions of approval for the project and the responsibilities of monitoring are assigned.

Timing: Ongoing
Agency: Planning Department
Funding: Private Funds and General Fund

79. National Historic Trail

The Mountains Conservancy Foundation and the Santa Monica Mountain Trails Council are working on the establishment of the Juan Bautista de Anza National Historic Trail throughout the region. The City of Whittier will cooperate and support the preservation and development of this trail and other historic trails, as a means of expanding the recreational opportunities in the area.

Timing: 1994
Agency: Parks Department
Funding: Special Revenue Fund

80. Neighborhood Watch Groups

The demand for police protection may be reduced by the formation of neighborhood watch groups. These groups establish a cooperative arrangement to protect their neighborhood from criminal elements. Problem-oriented policing (POP), can also focus police services to areas with the greatest need. The City will encourage the continuation and formation of neighborhood watch groups, including programs such as problem-oriented policing (POP), to serve as deterrents to crime. The captains of these groups will assign a person with a cellular telephone to act as communications coordinator during a disaster.

Timing: 1993 - 1994
Agency: Police Department
Funding: General Fund

81. Neighborhood Housing Services Project

The Neighborhood Housing Services Project focuses on the revitalization of neighborhoods through rehabilitation loan programs and the development of new townhomes for first time homebuyers. Existing residents are offered the right of first refusal for units proposed for construction onsite. The City will continue to support the Neighborhood Housing Services (NHS) Project for the revitalization of neighborhoods. The project provides rehabilitation loans for existing residential structures and initiates the construction of townhouses.

Timing: Ongoing
Agency: Redevelopment Agency
Funding: Redevelopment Funds

82. New Technology

There is continuous research and experimentation for ways to improve public safety. In the City's goal to provide the highest quality of fire, police and health protection, it will be open to potential improvements in service provisions and available technology. The City will encourage new technology in fire protection, hazard prevention and crime deterrence through experimental programs in the City.

Timing: 1994 - 1995
Agency: City Manager
Funding: General Fund

83. Newsletter Safety Guidelines

Public awareness can also be increased through a City newsletter. Articles, resource listing, safety tips and other information can provide residents with regular reminders on various public safety issues. The City will use a City newsletter to increase public awareness on safety, crime prevention, fire prevention, earthquake preparedness and other potential disasters.

Timing: Ongoing
Agency: Department of Public Services
Funding: General Fund

84. Noise Complaints

There are individual occurrences of noise which can only be monitored by noise complaints. If persons complain, it often indicates noise disturbance beyond acceptable levels. The City will respond to noise complaints in the City.

Timing: Ongoing
Agency: Code Enforcement, Police Department
Funding: General Fund

85. Noise Control Coordination

Agencies responsible for noise control and noise sources include public or private, state, federal or local entities. The City of Whittier will be able to coordinate noise control measures and develop noise mitigation programs by establishing cooperative arrangements with all these agencies. The City will coordinate with Caltrans, L.A. County Health, SPRR, UPRR, and the Sheriff's Department for addressing noise concerns in the City.

Timing: 1992 - 1993
Agency: Community Development
Funding: General Fund

86. Noise Ordinance

A noise ordinance will regulate the sources of noise in the City. The City will develop a noise ordinance which contains measures to correct existing noise problems through buffers, barriers, abatement and other improvements. Refuse trucks represent an existing noise problem in the City. Garbage trucks and sweepers are scheduled in the early morning hours when traffic is light.

Section 10: Implementation Programs (continued)

Greater sensitivity to noise during this time makes truck and sweeper noise especially annoying. The City will determine ways to limit the noise of garbage trucks and sweepers during the early morning hours. The City will also establish standards for regulating the length of time for false alarms for both cars and business.

Timing: 1994-1995

Agency: Planning Department, Department of Public Works, Code Enforcement Division

Funding: General Fund

87. Non-Conforming Use Abatement Program

Non-conforming uses in the City include lots, structures or land uses which do not meet the established regulations and standards in the Zoning Ordinance for the zone in which it is located. These uses were rendered non-conforming through changes in the Zoning Ordinance that were adopted after the uses were in place. In order to protect individual property rights, non-conforming uses cannot be required to comply with new standards or be condemned by the City. Rather, amortization periods allow the non-conforming uses to get a profitable return on investment before they need to be modified or abandoned. The City will update its list of non-conforming uses and establish amortization periods for each one.

Timing: 1993-1996

Agency: Planning Department, Code Enforcement Division

Funding: General Fund

88. Oil Field Rehabilitation & Site Reclamation

Oil and gas drilling operations are regulated by the State Department of Conservation, Division of Oil and Gas. All oil drilling operations in Whittier will comply with department regulations regarding access, maintenance, safety, abandonment, and other activities associated with oil and gas recovery. Abandonment and reabandonment of oil wells will be made in compliance with the Department of Conservation, Division of Oil and Gas specifications. This may include remedial plugging, early abandonment of idle wells, periodic maintenance, and other regulations. Proposed structures will not be located over or near abandoned oil wells. Otherwise, setbacks will be provided to allow future access to wells. This will allow future hydrocarbon exploration and potential oil and gas development. Open space areas within developments will allow future drilling operations. Adequate gas venting systems will be placed if structures are located on abandoned wells. Consultation with the Department of Conservation will be made regarding activities and developments within the Whittier oil fields. The City will be actively involved in the review of closure plans for oil wells. It will support the efforts of other regulatory agencies to ensure that proper closure and abandonment procedures are followed. The City will provide appropriate environmental review for oil field rehabilitation and site reclamation projects.

Timing: 1993
Agency: Department of Public Works, Planning Department
Funding: General Fund

89. Open Space Acquisition Program

The undeveloped portions of the City and lands within Puente Hills provide vast opportunities for open space, trails and park development. It is unlikely that these uses will remain undeveloped without active programs for open space acquisition. Public and private measures will be evaluated to preserve the hills before they are developed. The City will seek funding sources to acquire open space areas, trails and parkland in the Puente Hills.

Timing: 1993-1996
Agency: Parks Department, Community Services Department
Funding: Special Revenue Fund

90. OSHA Requirements

The Occupational Safety and Health Act (OSHA) sets noise exposure standards in the workplace. These standards limit the time period of employee exposure to different noise levels to prevent the adverse effects of excessive noise. The City will require potential noise sources to comply with OSHA requirements for noise exposure of employees.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

91. Park Fees

In accordance with the Quimby Act, the City of Whittier collects park fees for the development of parks to serve new developments. These fees may be used for the acquisition and maintenance of parks. It allows the City to provide park facilities as housing development occurs. The City will continue to collect park fees from new development for the development of park facilities to serve development in which land dedication is infeasible.

Timing: Ongoing
Agency: Parks Department
Funding: Special Revenue Fund

92. Park Maintenance and Recreation Programs

Park facilities and recreation programs serve the recreational needs of the City. City parks need to be maintained for continued use by Whittier residents. This includes the different recreational

Section 10: Implementation Programs (continued)

programs that are offered by the City to interested individuals. The City will continue to maintain public parks in the City and offer a variety of recreational programs to serve the recreational needs of residents.

Timing: Ongoing
Agency: Parks Department
Funding: Special Revenue Fund

93. Parking Regulations

The City will continue to enforce on-street parking regulations to maintain good traffic flow, especially during peak travel hours.

Timing: Ongoing
Agency: Police Department
Funding: General Fund

94. Parking Standards Review

The provision of onsite parking may be designed to accommodate anticipated demand or it may be limited to encourage public transit or alternative travel arrangements. The first objective will limit street congestion; the second, reduce vehicle trips and air pollution. The City will review the City's parking standards for "balance" between adequacy to meet the demand for parking and the promotion of alternative forms of travel. It will compare existing City standards with those accepted by national and state traffic groups, adjacent cities and other agencies. Any changes that may improve parking provisions and promote public transportation will be explored. The City will revise City parking codes, where appropriate, to permit new commercial and industrial developments that provide bicycle racks and changing areas for employees to reduce required parking areas. Reduced parking provision will also be allowed when shared parking arrangements are made.

The City will review on-street parking regulations and determine where on-street parking may be limited to improve street safety, reduce vehicle trips, provide bike lanes, and promote the use of garages for automobile parking only.

Timing: 1993 - 1996
Agency: Planning Department, Department of Public Works
Funding: General Fund

95. Park Needs Study Update

The City has set an ideal parkland ratio of 4.5 acres of parks per thousand residents. This means that additional parks and recreational facilities are needed to serve the existing and future

population of Whittier. The City's Park Needs Study evaluates the availability and utilization of parks and recreational facilities in the City. It also provides guidelines for future park improvements by identifying existing deficiencies, potential sites and future needs. The Study was prepared in 1977 and does not reflect current facilities and needs. In order to make it applicable and useful, the City needs to update the Study and develop a master plan for parks and recreational facilities in Whittier. The City will update the Parks Needs Study and develop parks and recreational facilities in accordance with the plan. It will identify potential sites for parks and recreational facilities and explore funding sources for their acquisition. Also, it will encourage land dedication to the City in lieu of park fees to increase the City's parkland. The City will coordinate with public and private agencies in the expansion of park land in the area, as contained in the Whittier Hills Park Plan.

Timing: Period Review

Agency: Parks Department, Community Services Department

Funding: Special Revenue Fund

96. Pedestrian and Bicycle Routes

The City will establish and develop a system of bicycle lanes and pedestrian walkways around the City to discourage vehicle use. The City will cooperate in the scheduling of walkathons, bicycle races and other recreation programs which show the benefits of walking or biking. The City will cooperate, through the City Newsletter and working with the Chamber of Commerce, in the use of delivery services and other shopping promotions to customers who use Whittier Transit or who arrive by walking or cycling. The City will seek funding from SCAQMD Mobile Source Discretionary Fund for these special promotions.

Timing: 1995

Agency: Parks Department, Department of Public Works, Transit Department, Community Services

Funding: Special Revenue Fund, Enterprise Fund, Mobile Source Discretionary Fund

97. Personal Transportation

The City will establish guidelines for the use of bikes, skateboards, and other forms of personal travel, in order to promote safety, convenience, and reduced traffic. The City will enforce safety rules concerning the use of skateboards, roller skates and other forms of personal transportation and regularly publish these rules to increase public awareness.

Timing: 1995

Agency: Parks Department, Department of Public Works

Funding: Special Revenue Fund, General Fund

Section 10: Implementation Programs (continued)

98. Plan Check

Structures must comply with established standards for construction and building design. The plan check process allows the City to review proposed buildings for compliance with building and design codes. It also provides building plans for use during site inspections, in order to monitor if construction is proceeding according to approved plans. All new development will be subject to the plan check process to ensure compliance with the Uniform Building Code and other codes and standards.

Timing: Ongoing

Agency: Department of Public Works, Building & Safety Department

Funding: General Fund

99. Police and Fire Department Review

Proposed developments are subject to the reviews of the Police and Fire Departments. This allows the departments to provide input on ways to increase the safety of projects and decrease their demand for protection services. It also informs the Fire and Police Departments of new projects to aid in the planning of their service provision. The City will continue to allow the Police and Fire Departments to review proposed development plans and other discretionary approvals. In this way, they can recommend measures that will decrease fire potential, crime, and facilitate emergency response.

Timing: Ongoing

Agency: Planning Department, Police Department

Funding: General Fund.

100. Police Services

Population, events and activities, criminal elements, land use type, and other factors affect the need for police protection and law enforcement services. There is a need to maintain safety and security levels in the community through the provision of adequate police services. Adjustments in staffing and equipment will be necessary to continuously provide adequate services and maintain safety and security in the City. The City will regularly review the adequacy of police services in the City and modify staffing and equipment as necessary.

Timing: Ongoing

Agency: Police Department

Funding: General Fund

101. Pre-application Meetings

All new development are subject to development review to evaluate their compliance with City standards and ordinances. Pre-application meetings provide the City and developer a chance to informally talk about a project before any commitment for a structure or land use is made. It saves time and money for the developer by understanding what the City expects and the process that must be followed. Also, it informs the City of proposed developments early in the process. Pre-application meetings provide an opportunity to develop cooperation and to bring about higher quality development. The City will continue to encourage pre-application "development review" meetings with developers. This will allow the City to learn about proposed projects and the developer to determine the requirements for the City.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

102. Private Recreational Facilities

The City requires the provision of private open space areas in high density residential developments. These areas may include landscaped areas with barbecue pits, playground equipment, picnic facilities, swimming pool, or recreation room. The City will require new developments to provide private recreational facilities within residential projects. This will help meet the City's standard for park provision. The City wants to preserve private recreation areas and prevent their conversion to other uses. Sometimes, public support is necessary to do this. By informing residents of propose conversions, the City could determine if these recreation facilities are still in use or are better off developed for other uses. The City will gather support for the preservation of private recreation areas and facilities which are proposed for development to other uses.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

103. Promotion of Local Industries

Industrial developments provide an economic tax base for the City. Whittier encourages such developments but does not want the environmental problems associated with heavy industries and similar uses. Light industries such as warehouses, research and development uses, distributors, wholesalers, and packers present a suitable choice.

The City will encourage light industrial development in Whittier through promotional campaigns to major developers and investors.

Timing: 1993-1994

Agency: City Manager, Community Development Department, Planning Department

Funding: General Fund

104. Proposed Parking Designs

The City will review proposed parking lot designs to comply with City standards. It will enforce off-street parking standards in the zoning ordinance.

Timing: Ongoing

Agency: Department of Public Works, Redevelopment Agency, Planning Department

Funding: General Fund

105. Public Awareness of Significant Cultural Resources

Public awareness can help in the City's historic preservation efforts. Education and information programs can rally support for preservation issues in the City. The City will expand its cultural awareness programs and work with public and private organizations interested in cultural resource management and education. The City will work with other agencies to prepare a brochure of Whittier's cultural resources. The promotion of Whittier's cultural resources through public information can be expanded by prominent identification of historic sites and structures. This will generate greater interest and knowledge on the area's history and heritage. The City will work with public and private organizations in providing historic buildings with signs and monuments for identification.

Timing: 1995 - 1996

Agency: Department of Community Development

Funding: General Fund

106. Public Transit Facilities

The City will review current building codes to promote the development of bus shelters, turn out lanes, bicycle racks, and other facilities in new developments where it can be demonstrated that the facilities are appropriate for the intended use.

Timing: 1993

Agency: Planning Department, Transit Department

Funding: Props A and C, General Fund

107. Public Transit Program

The City of Whittier will continue to provide public transit within the City through the Whittier Transit. It will continue to coordinate with SCRTD on the frequency and routing of bus lines in the City to facilitate easy transfer to and from the Whittier Transit. In order to encourage transit use, it will provide Whittier Transit and RTD bus routes and schedules at the information counter at City Hall, Community Center, Senior Center and other similar locations. The City will use the Whittier newsletter to promote the use of the Whittier Transit and the RTD buses. It will also encourage existing and new commercial developments to provide information stands at lobbies to hold transit routes and schedules, as appropriate. Also, the City will monitor the usage of the Whittier Transit and provide additional lines as necessary. It will investigate the feasibility of extending bus routes to the Pio Pico State Park. It will work with the SCRTD to provide route information and schedule signs at bus stops and shelters for both RTD buses and the Whittier Transit and other transit agencies that serve the City. The City will coordinate public transit service planning with the Los Angeles County Transportation Commission, (LACTC), Southern California Rapid Transit District (SCRTD), and adjacent cities.

Timing: Ongoing

Agency: Transit Department

Funding: Prop A (Local transit tax), Enterprise Fund, Special Revenue Fund

108. Puente Hills Cooperative Planning Program

The Puente Hills is outside the City's jurisdictional boundaries. Yet, future development there will affect Whittier in a number of ways. The City will participate in the planning of this area. It will inform property owners, the Los Angeles County Department of Planning, and other responsible agencies that the City of Whittier would like to be notified and involved in any planning of the hills and areas within the City's sphere of influence. The City will actively participate in the environmental review of any proposed uses on the Puente Hills to encourage the preservation of important ecological resources and to prevent adverse traffic impacts. The City will meet with property owners and coordinate planning efforts in the area.

Timing: Ongoing

Agency: Planning Department

Funding: General Fund

109. Recreational Facilities Planning

Schools in Whittier provide recreational opportunities with their open fields, game courts, swimming pools and auditoriums. These facilities are available outside school hours and during school vacation days. Joint use and maintenance agreements allow the City to develop and maintain new parks and recreational facilities at a lower cost. The City will establish joint use/maintenance agreements with school districts for future recreational facilities, in appropriate.

Section 10: Implementation Programs (continued)

Aside from City parks and area schools, there are other private and public recreation facilities in the City which may be made available for public use. These include City Parks, County parks, YMCA, Boys and Girls Club, day care centers, and other recreational facilities by private individuals or groups. The City will coordinate the provision of recreation facilities by the City Parks and Recreation Department, Los Angeles County Department of Parks and Recreation, the YMCA, day care centers, and other private and public groups for maximum utilization of available facilities. The City will continue to work with the different school districts in making school facilities available for public use outside of school hours.

Timing: 1995 - 1996

Agency: Parks Department, Community Services Department

Funding: Special Revenue Fund

110. Redevelopment Programs

The Whittier Redevelopment Agency serves to implement the redevelopment plans in the City. Redevelopment is a tool for improving the environment and removing blight when private action along cannot stop the deterioration of an area. The City of Whittier has adopted three redevelopment plans: the Uptown Whittier/Greenleaf Avenue Redevelopment Plan; the Whittier Boulevard Redevelopment Plan; and the Whittier Earthquake Recovery Redevelopment Plan. Redevelopment projects include residential, commercial or industrial rehabilitation or new construction, roadway and infrastructure improvements, land assembly and writedown, home repair loans and affordable housing development, public facilities, and a host of other projects. All these are intended to revitalize the project areas and promote new investment.

The City will continue to implement redevelopment plans in the City to improve and revitalize existing developments.

Timing: Ongoing

Agency: Redevelopment Agency

Funding: Redevelopment Funds

111. Relationship of Jobs to Housing

The City will evaluate the impacts of new development on jobs/housing balance and cumulatively address these impacts by encouraging future development to balance out past developments. It will initiate talks with adjacent cities on potential area-wide strategies to promote jobs/housing balance in the subarea.

Timing: 1995

Agency: Department of Community Development

Funding: General Fund

112. Residential Design Guidelines

The Residential Design Guidelines in the City of Whittier regulate the development of multi-family residential projects. They include standards for architectural design, yards, open space, landscaping, fencing and parking. These standards promote the improvement of the living environment. The City will require proposed residential developments to comply with the multi-family residential development standards and design guidelines.

Timing: Ongoing

Agency: Planning Department

Funding: General Fund

113. Road Widening Alternative

The City will evaluate the benefits of transportation demand management programs and other methods to reduce traffic volumes and enhance intersection operations, without the need for road widening. Where necessary, the City will require the dedication of land for the development of roadways or roadway widening projects.

Timing: Periodic

Agency: Department of Public Works

Funding: General Fund

114. Safety and Emergency Practices on Television

Television provides a medium for reaching a large segment of the population. The City's public information programs can be extended to cable television for increasing safety awareness and emergency coordination. The City will provide the capability of utilizing public access cable television to inform Whittier residents on ways to prevent a disaster, to prepare for one, or to act during an emergency or disaster.

Timing: 1994 - 1995

Agency: Disaster Council

Funding: General Fund

115. Safety Information Programs

There are safety information programs by the City, school districts, the county and other agencies. By identifying ongoing programs and identifying areas where new information programs are needed, the City can improve its safety information campaign. The City will coordinate public information programs on fire prevention, crime prevention, disaster preparedness and other safety issues.

Timing: Ongoing
Agency: Department of Human Services, Human Resources Department
Funding: General Fund

116. Savage Canyon Landfill

The Savage Canyon Landfill accepts solid wastes generated in the City. With increasing demands for landfill capacity in the region, the Savage Canyon Landfill assures the City of a disposal facility. The City will continue to operate the Savage Canyon Landfill to serve the waste disposal needs of the City.

Timing: Ongoing
Agency: Department of Public Works
Funding: Enterprise Fund

117. SCAQMD Funds

The SCAQMD has established a fund for education programs on public transit and innovative demonstration programs that reduce individual passenger vehicle use. The SCAQMD also has funds for innovative projects which encourage alternate modes of travel and reduce the need for parking. The City of Whittier will seek funding from the SCAQMD Mobile Source Discretionary Fund and Vehicle License Fund for local programs.

Timing: 1993
Agency: Transit Department
Funding: Special Revenue Fund, SCAQMD Funds

118. SCAQMD Permits

The City will provide a summary of SCAQMD regulations for local citizen use or obtain information brochures from the SCAQMD, and provide technical assistance for compliance with SCAQMD rules. An individual in the Department of Public Works will be made responsible for maintaining information on current and proposed SCAQMD regulations, to be available to assist local residents and industries, and to work with the SCAQMD's offices to assist Whittier residents and industries comply with SCAQMD regulations. Prior to issuing occupancy permits, The City will require written proof that the applicant has obtained all required SCAQMD permits and is in compliance with SCAQMD rules.

Timing: 1993
Agency: Planning Department
Funding: General Fund

119. Scenic Corridor Preservation

Scenic corridors in the City of Whittier include Turnbull Canyon Road, Colima Road, Beverly Boulevard and Skyline Drive. The scenic qualities of these roadways can be diminished by insensitive developments. The City will establish a program for preserving scenic corridors in the City. Coordinate this program with the Los Angeles County for roadways extending into unincorporated county areas.

Timing: 1994 - 1995

Agency: Parks Department, Department of Public Works

Funding: General Fund

120. School Services

Population growth will include an increase in the number of students and the demand for school services. The educational needs of residents is a major concern in Whittier. While school districts are independent of City services, cooperation between the City and the different school districts will allow improved services and joint programs. The City will coordinate with school districts in the provision of adequate school services to ensure there is adequate capacity to provide education to Whittier residents. It will inform the appropriate school district of proposed developments to determine the impact on school services.

Timing: Ongoing

Agency: Department of Public Services, Planning Department

Funding: Special Revenue Fund

121. Second Units

State law allows the development of second units in single-family lots subject to certain standards. This provision encourages the development of housing on large residential lots and helps in the increase of the affordable housing stock. The City will not discourage the development of "Granny Flats" or second units in residential zones, as allowed by State laws.

Timing: 1993 - 1994

Agency: Community Development Department

Funding: General Fund

122. Section 8 Program

The U.S. Department of Housing and Urban Development offers Low Income Rental Assistance (Section 8) for lower income groups. The Section 8 Existing Program subsidizes a portion of the monthly rents of low income households. The rent amount above 30 percent of the household income and up to the fair market rent of the unit is paid by local housing agencies. The Section

Section 10: Implementation Programs (continued)

8 Housing Voucher Demonstration Program expands the program by using fair market rents to determine subsidy levels but renters may pay more if they choose units with higher rents. The City will continue to provide housing assistance in existing standard housing through the Section 8 housing assistance payments program and the housing voucher program.

Timing: Ongoing
Agency: Community Development Department
Funding: Section 8 Funds

123. Seismic Safety Standards

Nearby earthquake faults expose the City to the potential for extreme seismic hazards. Critical facilities (fire stations, police stations, schools, hospitals, and other structures that will be needed during disasters) will be designed to withstand earthquake events in the area. All critical facilities and new development will comply with seismic safety standards of the Uniform Building Code.

Timing: Ongoing
Agency: Building and Safety Department
Funding: General Fund

124. Senior Citizen and Low Income Housing Projects

The length of time it takes to obtain permit approval for projects often increase the costs of development. In order to encourage residential projects for senior citizens and low income households, the City may decrease the time associated with development approval for these projects. The City will expedite the permit process for low income and senior citizen housing projects. It will work with State and local agencies and residents of low-income or senior citizen housing projects for the preservation of units that are likely to revert to market rate housing.

Timing: 1993-1994
Agency: Planning Department
Funding: General Fund

125. Service Capacity Monitoring

New development must be adequately served by existing infrastructure and public services. This lessens the impacts on current users and allows improvements of the system when they are needed. Service capacity monitoring is a method for having current information on available capacity, in order to estimate accurately if proposed projects can be served. By knowing what system or service upgrades are needed before development takes place, the City can more reliably ensure the adequacy of its services. The City will develop a system for service capacity monitoring. This will ensure that adequate utility capacity exists to accommodate new development.

Timing: 1993-1994
Agency: Planning Department, Department of Public Works
Funding: Enterprise Fund, General Fund

126. Service Commitment

The availability and adequacy of public services to serve new development must be assured before development takes place. The City will be able to review water line, sewer line, landfill and police service availability during development review. But services that are provided by utility companies and other agencies need to be evaluated, too. The City will require service commitment letters from utility companies prior to development approval, in order to address the potential impacts on required services.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

127. Sewer System Improvements

The City maintains sewer lines in Whittier and ensures that they are clear and clean. Also, it regularly monitors the capacity of the sewer system to meet needs of existing and proposed developments. In recent years, it has been found that the majority of sewer lines are being utilized at maximum capacity and will not be able to handle additional loads. A number of these lines have been identified for replacement and relief lines are proposed. Future development will also lead to increased sewage generation and the need for upgrades to sewer trunks and mains, provision of new lines and expansion of treatment plant capacity. The City will continue the City's sewer replacement project and coordinate with Los Angeles County Sanitation District in providing sewer services.

Timing: Ongoing
Agency: Department of Public Works
Funding: Enterprise Fund

128. Sign Ordinance Review

The City's Sign Ordinance regulates the type, size, and number of signs in Whittier. It protects the aesthetic qualities of neighborhoods and promotes driver safety and convenience. The City of Whittier will identify signage problems in the City and determine if they are allowed under current sign standards. Changes will be made to the ordinance to prevent the proliferation of unwanted signs.

Timing: 1993-1994
Agency: Planning Department, Code Enforcement Division

Funding: General Fund

129. Sidewalk and Parkway Development and Maintenance

Sidewalks and parkways in the City serve residents and pedestrians. They also represent landscapes in residential neighborhoods. Tree-lined streets in Whittier are uniquely attractive and help create a sense of place. The City will continue to maintain existing sidewalks and parkways and encourage property owners abutting these areas to maintain parkway trees. This may include public information programs such as flyers, newsletter articles, and the like. There are existing gaps in the sidewalk system which present safety concerns for pedestrians, students and residents. They make the streets unfriendly and discourage walking instead of using a vehicle. By developing a complete system of sidewalks, the City of Whittier will be able to improve pedestrian safety and enhance the visual quality of streets. The City will identify areas and lots where sidewalks and parkways need to be developed and encourage property owners to build the sidewalks, where possible. Otherwise, the City will explore other funding mechanisms, such as including the needed improvements into the City's Capital Improvement Program. Priority will be given to sidewalks that serve parks, schools, and other routes with high pedestrian traffic.

Timing: 1994

Agency: Department of Public Works, Parks Department

Funding: General Fund, Special Revenue Fund

130. Signal Controls Analysis

The City will regularly perform signal warrant analysis to determine the need for traffic signals and signs, and install and remove them as required. The City will identify those intersections where traffic controls may be added to enhance the level of service.

Timing: Periodic

Agency: Department of Public Works, Traffic Signal Division

Funding: General Fund, Special Revenue Fund

131. Site Investigations and Surveys

The presence of historic and archaeological resources in the planning area can be verified by previous site investigations and surveys. Sites that are found to have a high probability for historic resources are those adjacent to sites where resources have been found in the past. Established procedures for future surveys will ensure that many of the area's resources are preserved. The City will require historic, archaeological, or paleontological surveys and site investigations before development approval, as appropriate. It will require a written report of the survey and investigation to describe the findings and recommendations for preservation. Also, it will encourage the collection of all materials during investigation for transfer to local museums, college and other depositories where they can be preserved. Appendix K of the CEQA guidelines

will be used to help mitigate adverse impacts on cultural resources. With the findings of past surveys and future investigations, the City will establish sensitivity maps for the area's cultural resources. It needs to pull together all available information and update the data as new sites are discovered or new areas are surveyed. The City will maintain current information on sensitive sites to use for reference in future review. In this way, development review of new projects can easily identify resource sensitivity.

Timing: Ongoing
Agency: Planning Department
Funding: General Fund

132. Social Service Agencies

There a number of private, public and non-profit agencies in the City and surrounding area which provide services to individuals with special needs. The City recognizes that they offer valuable assistance to Whittier residents and encourages such services. The City will assist public and non-profit agencies which provide support services to special needs populations (the homeless, the elderly, single-parent household, etc.). The homeless population has been increasing and the availability of services for the homeless has lagged behind. In the City of Whittier, a number of service organizations provide homeless services. These agencies operate independently and could benefit from the sharing of resources and the coordination of efforts. The City will coordinate homeless services through the Social Service Commission. There are a number of existing and future programs and facilities that provide meals, child care, job development, and housing assistance. The City will continue to support those programs that serve the homeless.

Timing: Ongoing
Agency: Community Services Department, Redevelopment Agency
Funding: Special Revenue Fund, CDBG Funds, Redevelopment Funds

133. Source Reduction and Recycling Element

The California Integrated Waste Management Act of 1989 (AB 939) addresses the need for the reduction of solid wastes. It requires counties and cities to achieve a 25 percent waste reduction by 1995 and a 50 percent reduction by the year 2000. These cuts may be implement by recycling programs, composting, source reduction or other means. The City's Source Reduction and Recycling Element outlines various ways to reduce solid waste disposal, in accordance with AB 939.

Proposed and existing programs in the Element include the promotion of source reduction practices, expansion of recycling programs, special waste diversion, composting projects and public information campaigns. The City will implement its Source Reduction and Recycling Element. The City also coordinates a periodic household hazardous waste collection and disposal program. This allows businesses and households to properly dispose of small quantities of hazardous wastes

Section 10: Implementation Programs (continued)

and materials. Random checks of refuse trucks at the Savage Canyon Landfill also discourage the disposal of hazardous wastes at the landfill.

Timing: 1993 - 2000
Agency: Department of Public Works
Funding: Enterprise Fund

134. Southern Pacific Railroad and Depot

The use of alternative modes of transit will reduce traffic on City streets. The City of Whittier could benefit from the development of a mass transit system or connection to the regional light rail system. The railroad tracks in the City are underutilized and present an opportunity for potential transit use. The City will study the possible use of the Southern Pacific Railroad Depot and railroad tracks for a public transit system or the regional light rail system.

Timing: 1994 - 1995
Agency: Planning Department
Funding: Special Revenue Fund

135. Specific Plan Consistency Program

Two areas in the City have adopted Specific Plans: Uptown Whittier and The Whittier Quad. A third is being designated for future development of a specific plan: Whittier College. Future development within the adopted Specific Plan areas must conform with established plans. Specific plans contain development standards and design guidelines for all projects within a designated area. The City will continue to implement the two existing Specific Plans (Uptown Whittier and the Quad at Whittier) and undertake the preparation of the Specific Plan for the Whittier College. Specific plans provide for the regulation of the type and design of developments within a designated area. A specific plan contains development standards and design guidelines for all projects within a designated area. It controls the use and development of all lots through standards for yards, parking, building height, setbacks, lighting, landscaping and other site features. It also identifies public improvements that are needed in the plan area. While it may seem like a zoning ordinance, a specific plan is tailored to a particular area and is more restrictive in terms of buildings and their facades, public area improvements and the overall relationship of developments.

Timing: 1993-1994
Agency: Planning Department, Public Works Department, Community Development Department
Funding: General Fund

136. Standards for Adaptive Reuse

The adaptive reuse of historic structures will lead to greater historic preservation efforts in the City. It encourages property owners to preserve historic structures and at the same time provides options for changing the use of the structure. By establishing guidelines and standards for adaptive reuse, there will be greater awareness of opportunities for rehabilitation. The City will develop standards for the reuse of historic structures. The standards will include incentives to encourage adaptive reuse and discourage lot splits.

Timing: 1994 - 1995

Agency: Planning Department

Funding: General Fund

137. State and Federal Reconstruction Programs

There are state and federal assistance programs that could be utilized for the City's Disaster Recovery Program. The City has availed of some programs after the earthquake in 1987. They include the State Earthquake Rehabilitation Assistance (SERA) program, the federal Disaster Assistance Loan program by the Small Business Administration, and other similar programs. The City will utilize regional, state and federal programs for the reconstruction of the City after a disaster and incorporate them in the City's recovery plan.

Timing: 1994 - 1995

Agency: Department of Human Resources, Community Development, Community Services

Funding: General Fund, Special Revenue Fund

138. State and Federal Preservation Laws

The City will require compliance with State and Federal cultural resource preservation standards and regulations. There are various Federal and State laws that protect cultural resources. They include the following:

California Environmental Quality Act (CEQA) (1970, as amended). Private and public agency "projects" not otherwise exempt are required to evaluate the environmental consequences of their activities. CEQA requires a Lead Agency to identify project-related effects to "any object, building, structure, site, area or place which is historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California".

Guidelines for the implementation of the California Environmental Quality Act. (State EIR Guidelines) Developed by the Governor's Office of Planning and research for the Secretary of Resources, The State EIR Guidelines detail the practical application of CEQA. The Guidelines

Section 10: Implementation Programs (continued)

define procedures, types of activities, persons and agencies required to comply with CEQA, including recommended procedures for lessening or eliminating damage to cultural resources. Appendix K deals specifically with archaeological resources.

Health and Safety Code, Section 7050.5 and 7052. Establishes a felony penalty for anyone who mutilates, disturbs or disinters human remains, other than relatives.

Penal Code, Section 622.5. Provides a misdemeanor penalty for injuring or destroying objects of historical or archaeological interest located on public or private lands. Excludes the landowner.

Public Resources Code, Section 5097.5. Defines as a misdemeanor any unauthorized disturbance or removal of archaeological, historical or paleontological resources in public lands.

Senate Bill 297. Revises the Health and Safety Code Chapter 1492, and the Public Resources Code Section 5097.98, to include a requirement that the Native American Heritage Commission, be contacted whenever Native American graves are found. Makes it illegal to possess artifacts or remains from Native American graves.

Public Resources Code: Sections 5024 and 5024.5. Requires state agencies to inventory and protect state-owned historical objects and structures. It mandates consultation with the State Historic Preservation Officer before any listed property is altered or sold.

Federal Antiquities Act of 1906. Forbids disturbance of any archaeological resource "or any object of antiquity" on federal lands without a permit issued by the responsible agency. Establishes criminal sanctions for unauthorized desecration or appropriation of antiquities.

Historic Sites Act of 1935. Declares "it is a national policy to preserve for public use historic sites, buildings and objects of national significant". Gives the Secretary of the Interior broad powers to execute this policy including criminal sanctions.

Reservoir Salvage Act of 1960. Requires the Secretary of the Interior to institute a salvage program in connection with federally funded reservoir construction and requires the cooperation of responsible agencies with this program.

National Historic Preservation Act of 1966. Creates the National Register of Historic Places, authorizes the expenditure of funds for resource preservation and acquisition, establishes an Advisory Council on Historic Preservation and outlines its authority.

National Environmental Policy Act of 1969. Requires that cultural resources be considered in assessing the environmental consequences of a proposed undertaking.

Executive Order 11593, May 31, 1971, "Protection and Enhancement of the Cultural Environment". Mandates the federal government to "take the lead" in preserving, protecting and

Section 10: Implementation Programs (continued)

enhancing the nation's cultural environment. Specifies that federal agencies will initiate inventories of properties under their jurisdiction and provide for their protection.

Archaeological Salvage Act of 1974. Amends the Reservoir Salvage Act of 1960 to include any federal action which may cause irreparable harm to any cultural resource, authorizes the expenditure of project funding for salvage, requires the Secretary of the Interior to report annually on the program's effectiveness.

Native American Religious Freedom Act of 1978. Required federal agencies to allow access to federal lands and objects used in the practice of traditional Native American religious ceremonies.

Timing: Ongoing
Agency: Community Development Department
Funding: General Fund

139. State and Federal Preservation Programs

State and Federal Programs provide a means for historic preservation and additional protection for structures and landscapes (street trees, gardens, etc.) with identified historical significance. The City of Whittier can avail of these benefits by applying for the designation of important structures. The City will nominate buildings and neighborhoods of historic significance to the National Register and State Historic Landmarks programs.

Timing: 1995 - 1996
Agency: Historic Resource Commission
Funding: General Fund

140. Storm Drain Facilities

Flood hazards in the City are fairly minor and are characterized by street flooding and sheet flows on short roadway segments. These hazards can be eliminated by improvements to existing storm drain facilities. The City will construct adequate storm drain facilities to eliminate flood hazards in the City. It will include these projects in the City's Capital Improvement Program.

Timing: Ongoing
Agency: Department of Public Works
Funding: Enterprise Fund, General Fund

141. Streamline Permit Process

Permit processing constitutes a large portion of the time and costs associated with development. By shortening the permit process, the City can lessen the cost of development. This can lead to a greater number of housing projects or the construction of more affordable housing units. The City will continue to streamline permit processing for more efficient use of time and lessen the costs associated with obtaining permits.

Timing: 1993 - 1994

Agency: Planning Department, Department of Public Works

Funding: General Fund

142. Street Maintenance

Street maintenance is necessary for efficient traffic flow and aesthetics. Roadways need regular maintenance with street sweeping, paving and lane marking. The City will continue street maintenance projects throughout the City and include priority projects in the Capital Improvement Program.

Timing: Periodic

Agency: Department of Public Works

Funding: General Fund

143. Substandard Dwelling Units and Structures

Substandard dwelling units and structures compromise the health and safety of its residents. They increase the potential for property damage and human injury during disasters. Substandard structures are often older buildings that do not meet current codes and building standards or that have deteriorated over time. They include dwelling units that are created without the required building inspections (illegal garage conversions). The rehabilitation of substandard units would eliminate existing hazards and improve the living environment of Whittier residents. The City will identify substandard dwelling units and encourage rehabilitation through the provision of technical support and other incentives. It will actively work towards the repair, rehabilitation or removal of substandard structures which do not meet safety standards, at the earliest time possible or before a change of occupancy or use.

Timing: Ongoing

Agency: Department of Building and Safety, Rehabilitation Division, Community Development Department

Funding: General Fund

144. Support Organizations

The City has limited resources to be involved in development projects. It is primarily in the hands of private developers to bring in new development to the City. The City of Whittier recognizes that by working with local organizations, it can promote development and new investment in the City. The City will coordinate with local organizations to promote the development of quality projects in the City.

Timing: Ongoing

Agency: Community Development Department, City Manager

Funding: General Fund

145. Synchronized Signals

The City will synchronize traffic signals along City streets to reduce vehicle idling and reduce roadway congestion.

Timing: Ongoing

Agency: Department of Public Works

Funding: General Fund, Special Revenue Fund

146. Telecommuting and Teleconferencing

The City of Whittier will promote the benefits of telecommuting and teleconferencing to businesses and residents. It will examine the feasibility of an ordinance requiring large new employment centers to establish telecommuting centers in new facilities and authorizing use of telecommuting and teleconferencing activities by City employees. It will also review the zoning ordinance and amend it, if necessary, to permit telecommuting and home employment, where such employment does not result in added traffic, noise or otherwise intrude on residential neighborhoods.

Timing: 1994 - 1996

Agency: City Manager, Transit Department, Community Development Department

Funding: General Fund

147. Temporary Parking

The City will allow temporary uses with limited available parking where it will encourage walking and the use of public transit. It will promote street fairs and other neighborhood events in Uptown or other areas of City which are surrounded by residential uses and where parking can be temporarily eliminated and users can walk or take public transit.

Section 10: Implementation Programs (continued)

Timing: 1993
Agency: Planning Department
Funding: General Fund

148. Through Truck Routes

Truck traffic disrupts residential neighborhoods by causing congestion, noise, air pollution and street maintenance problems. They will be confined to the major roadways in the City. The City will designate truck routes and provide signs for truck routes and weight limits along City streets. It will encourage local businesses to schedule truck traffic during off peak hours through information programs with local businesses.

Timing: 1994 - 1995
Agency: Department of Public Works
Funding: General Fund

149. Toxic Emissions

The City will evaluate if new industrial development will use any toxic compounds and require that it comply with all equipment, risk assessment, and notification requirements of the SCAQMD prior to being issued a building permit. It will actively discourage sensitive receptors from locating near land uses with toxic emissions.

Timing: 1993
Agency: Planning Department
Funding: General Fund

150. Traffic Improvements

Traffic concerns in the City affects the quality of residential neighborhoods. Through-traffic in Whittier significantly contributes to traffic congestion along City streets. This traffic has also affected residential streets. The City will explore ways for discouraging through-traffic in residential areas of the City. Traffic control devices (stop signs, speed bumps, signals, etc.) regulate traffic flow and promote vehicular safety. While major intersections in the City have traffic control devices, other heavily used intersections do not. The City will investigate the need for traffic control devices.

Timing: 1994 - 1996
Agency: Department of Public Works
Funding: General Fund, Special Revenue Fund

Section 10: Implementation Programs (continued)

151. Traffic Safety Programs

The City will develop and implement street safety programs (roadway maintenance, sidewalk and access ramp repair, etc.), assign traffic officers along heavily used residential streets and post speed limit signs. It will investigate the feasibility of using bicycle sensitive traffic signals. Traffic safety may be improved through cooperation and coordination with adjacent cities. Similar goals and programs can ensure that police services in different cities are efficient and complement each other. The City will coordinate traffic safety programs with adjacent cities and communities. It will maintain mutual aid agreements with the Sheriffs' Department and adjacent police departments. It will coordinate with Caltrans on the design and maintenance of freeways near the City, to minimize accidents and congestion.

Timing: Ongoing

Agency: Department of Human Resources, Community Services Department,
 Department of Public Works

Funding: General Fund, Special Revenue Fund

152. Transportation Center

The City will evaluate the benefits of a transportation center in the City and examine the feasibility of utilizing the Southern Pacific Depot as the transportation center.

Timing: 1994

Agency: Planning Department

Funding: Special Revenue Fund

153. Transportation Demand Management

The City will promote transportation demand management practices for large employers. These will include carpools, vanpools, telecommuting, and other trip reduction measures.

Timing: 1993

Agency: Transit Department, Planning Department

Funding: Enterprise Fund, Special Revenue Fund

154. Transportation Management Associations

The City will coordinate meetings between City transportation coordinators and Regulation XV coordinators in other employment sites within the City to facilitate programs, exchange ideas, and facilitate the formation of Transportation Management Associations.

Timing: 1994-1995
Agency: Community Services
Funding: General Fund, SCAQMD grants

155. Tree Preservation Program

There are many mature trees in Whittier which lend aesthetic and ecological values to the community. The City will develop a program which will preserve trees, promote tree planting, and regulate the removal of mature trees. It will include guidelines for replacement, replanting, tree trimming, irrigation, and other methods to preserve and cultivate existing trees. The City encourages tree planting for a variety of reasons. Trees improve an area's appearance, help in soil conservation and flood control reduction, neighborhood identification, and aid in improving air quality. The City will continue the tree planting program as part of the parkway and street maintenance, park landscaping or through regular volunteer programs.

Timing: 1994 - 1996
Agency: Parks Department, Department of Public Works, Environmental Task Force
Funding: Myen Tree Fund, General Fund, Special Revenue Fund

156. Underground Utility Lines

Telephone, power, and cable services in the City have led to the installation of overhead and underground lines. Overhead utility lines add to the visual clutter on streets. They also present safety concerns to neighborhoods. The City will continue to require new utility lines to be underground in new development. It will develop a program for the undergrounding of existing overhead utility lines, in accordance with Rule 20 of the Public Utilities Commission.

Timing: Ongoing
Agency: Department of Public Works
Funding: Special Revenue Fund

157. Underutilized Lots

There are a number of lots in the City which are developed with commercial and industrial uses which are not fully utilized or abandoned. This indicates an excess in these uses to serve the City. Underutilized lots may have better use if they are redeveloped for other uses. The City will identify underutilized commercial and industrial lots and work with the property owners or local developers in the redevelopment of these areas for mixed-use developments.

Timing: 1993-1994
Agency: Redevelopment Agency, Planning Department
Funding: Redevelopment Funds, General Fund

158. Uniform Building Code

The Uniform Building Code and other structural codes regulate construction design and practices. These codes are updated every few years to include new technology and improve the standards. Cities may adopt more stringent regulations or may tailor the requirements to the unique features of the area. The City will adopt the latest version of the Uniform Building Code and other codes that increase the safety factor for new structures.

Timing: Ongoing-within 18 months following issuance

Agency: Building and Safety Department

Funding: General Fund

159. Uptown Parking

The City will maintain Uptown parking districts.

Timing: Ongoing

Agency: Department of Public Works, Redevelopment Agency

Funding: Special Revenue Fund

160. Urban Design District Program

The City of Whittier has established an urban design district along Painter Street and Whittier Boulevard. The district serves as an overlay zone in the Zoning Ordinance. This program expands the district so that it also includes Greenleaf Avenue between Uptown and Whittier Boulevard, and along portions of Hadley Street, Philadelphia Street, and Whittier Boulevard. As such, the standards applicable to the underlying zone must be complied with. In addition, the design guidelines for urban design districts must be followed. The guidelines deal with site development, landscaping, building design, and signage for regulating the architectural design of new buildings or renovations within the district. The Urban Design District and its guidelines were established to enhance the quality of development to prevent the deterioration of property. The City will continue to implement design standards for Urban Design Districts and develop any additional standards that are appropriate for those areas that have been added to the Urban Design District.

Timing: Ongoing

Agency: Planning Department

Funding: General Fund

161. Vehicle Trip Reductions

During development review, the City will require developers to incorporate measures to reduce trip generation during construction for new projects and monitor compliance through regular inspections.

Timing: 1993

Agency: Planning Department, Public Works Department

Funding: General Fund

162. Volunteer Groups

Volunteers will expand the City's resources during emergency and reconstruction efforts. The City will utilize volunteers and support agencies that provide basic training for disaster situations. The City will utilize volunteers in disaster recovery programs and other emergency situations.

Timing: 1994 - 1995

Agency: Disaster Council

Funding: General Fund

163. Water Conservation Program

Water resources are limited and may be depleted by excessive use, drought or contamination. Water conservation and management programs will ensure future availability. Water conservation also benefits air quality by indirectly reducing the energy needed to pump water and its associated emissions. Public awareness is the first step in encouraging lower water consumption and reducing wasteful use. Many water conservation measures may be implemented by slight changes in water use practices. Information campaigns help individuals identify ways for better water conservation. The City will promote public awareness on water conservation by utilizing brochures and other public awareness materials offered by water agencies. The use of drought-tolerant vegetation decreases the need for watering yards and open fields. Reclaimed water use will also reduce the demand for groundwater resources. These water conservation measures may be adopted throughout the City. The City will promote the use of recycled water and drought-tolerant landscaping to complement existing landscaping requirements.

Water conservation can be increased by the use of water efficient appliances to plumbing fixtures. The City of Whittier can reduce its water consumption by retrofitting City facilities and by using drought-tolerant landscaping. Energy conservation can also be expanded by the use of energy efficient appliances. In its water and energy conservation programs, the City can include a retrofit component. The City will develop water conservation programs for City facilities (Civic Center, City parks, maintenance yards, etc.). The City will explore the feasibility of retrofitting City-owned facilities for water-efficient plumbing fixtures and energy-efficient appliances, where possible. It will use drought-tolerant landscaping in City parks, without necessarily replanting

existing vegetation. It will also utilize drip irrigation methods or other technology to conserve water and save City trees.

Timing: 1994 - 1995

Agency: Department of Building and Safety, Parks Department, Department of Public Works

Funding: Enterprise Fund

164. Water System Improvements

The availability of an adequate water system is important to providing a decent living environment. The City's water system is constantly requiring changes to accommodate increased demand and system upgrades. Water lines, pumps and wells need to be replaced as they deteriorate over time. Future growth in the City also leads to increased demand for water services. The City will continue the rehabilitation and upgrade of deteriorated water lines throughout the City. Also, water system improvements will be undertaken according to need.

Timing: Ongoing

Agency: Department of Public Works

Funding: Enterprise Fund

165. Water Quality Monitoring Wells

There are water quality monitoring wells at the Savage Canyon Landfill. These wells are regularly checked to determine if groundwater resources are getting contaminated by the landfill. The wells provide a means for the early identification and correction of water contamination. The City will maintain water quality monitoring wells by the Savage Canyon Landfill and implement corrective measures promptly.

Timing: Ongoing

Agency: Department of Public Works

Funding: Enterprise Fund

166. Whittier Historical Collection

The Whittier Historical Collection at the Central Library contains documents and artifacts which provide insights into the City's past. These materials can develop interest in historic preservation. The City will promote use of historic research materials from the Whittier Historical Collection at the Central Library, the Whittier Museum, the Rio Hondo College, and Whittier College.

Timing: 1994 - 1995

Agency: Department of Community Development

Funding: General Fund

167. Wilderness Park Expansion

The area surrounding Hellman Park is undeveloped and could be preserved as open space. The City could explore expansion opportunities in this area before development takes place. The City will identify areas around Hellman Park which may be suitable for park expansion, examine funding sources, and negotiate with property owners for acquiring these areas. An initial area for the expansion of Hellman Park is the site currently used as a parking lot for the park. This lot is undeveloped and privately-owned by the Hellman Estate. The City will investigate the potential for expanding Hellman Park by adding the area currently used as a parking lot. The City will encourage other governmental entities to develop parks that complement Whittier's wilderness parks.

Timing: 1996 - 1997

Agency: Parks Department

Funding: Special Revenue Fund

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